SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

135

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Sunday, November 14, 1920, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

T. H. WILLIAMS,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation

R. L. RUBY,
Assistant Superintendent of Transportation.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward. FROM SAN FRANCISCO. | TOWARD SAN FRANCISCO. Westward.

Time Table No. 135
November 14, 1920.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS			Distance from San Francisco		STATIONS	Distance from Exeter	FIRST CLASS		THIRD CLASS
	238 Fresno Porterville Way Freight	50 San Joaquin Valley Passenger	90 Fresno Bakersfield Passenger	108 Los Angeles Express					109 Sunset Express	89 Porterville Fresno Passenger	239 Porterville Fresno Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
WFTOP YARD	6.30AM	11.20PM	5.30PM	7.15AM	205.5	DN-R	**FRESNO** 1.5	51.9	s 11.10AM	s 6.30PM	1.45PM
I					207.0		A. T. & S. F. Crossing 0.1	50.4			
					207.1		BALL (Spur) 0.8	50.3			
21					207.9		MARS 0.6	49.5			
11	6.50	11.31	5.43	f 7.26	208.5		BLOSSOMA 0.5	48.9	f 10.56	f 6.16	1.15
Y				f	209.0		LUVITA (Spur) 0.9	48.4		f	
					209.9		GOLDLEAF 0.7	47.5			
				f	210.6		ESHEL (Spur) 1.2	46.8		f	
25 24	7.00	11.36	5.50	f 7.32	211.8		BUTLER 1.2	45.6	f 10.50	f 6.10	1.05
Y				f	213.0		LOCANS (Spur) 1.5	44.4	f	f	
30	7.10	11.40	5.56	f 7.37	214.5		IVESTA 1.4	42.9	f 10.45	f 6.05	12.55
96	7.15	11.43	f **6.01**	f 7.40	215.9		CLOTHO 3.9	41.5	f 10.41	f **6.01**	12.50
29W	**7.49**	11.49	s 6.10	s **7.49**	219.8	D	SANGER 0.8	37.6	s 10.33	s 5.53	12.35PM
					220.6		WINE ASS'N (Spur) 0.4	36.8			
13					221.0		REKA 1.8	36.4			
19	8.10	11.54	f 6.15	f 7.54	222.8		TARN 2.5	34.6	f 10.25	f 5.45	11.45AM
29	8.20	11.58PM	f 6.20	f 7.59	225.3		FARGO 1.8	32.1	f 10.19	f 5.39	11.35
					227.1		UVA (Spur) 0.5	30.3			
					227.6		EFCO (Spur) 0.3	29.8			
11	8.30	12.02AM	f 6.25	f 8.04	227.9		LACJAC 0.1	29.5	f 10.14	f 5.34	11.25
					228.0		A. T. & S. F. Crossing 1.1	29.4			
					229.1		SAMUELS (Spur) 0.8	28.3			
59	9.05	12.06	s 6.33	s 8.12	229.9	D	REEDLEY 5.1	27.5	s 10.09	s 5.29	11.15
66W	**9.57**	12.14	s 6.45	s 8.24	235.0	D	DINUBA 2.2	22.4	s **9.57**	s 5.17	**9.57**
9			f	f	237.2		SMYRNA 2.4	20.2	f	f	
29 29	10.15	12.21	f 6.53	f 8.33	239.6		MONSON 4.0	17.8	f 9.47	s 5.07	9.08
					243.6		A. T. & S. F. Crossing 2.8	13.8			
30 30	10.40	12.33	7.06	f **8.46**	246.4		TAURUSA 2.9	11.0	f 9.33	f 4.53	**8.46**
		12.38	f 7.11	f 8.51	249.3		VENICE HILL (Spur) 0.4	8.1	f 9.28	f 4.48	
27	10.55				249.7		KLINK 1.1	7.7			8.25
13					250.8		DORSEY 1.4	6.6			
22	11.05	12.43	f 7.17	f 8.57	252.2		ROCHE 0.9	5.2	f 9.23	f 4.43	
30 30	11.10		7.19	f 8.59	253.1		CAPLIN 0.9	4.3	f 9.21	f 4.41	8.15
					254.0		LORT (Spur) 1.1	3.4			
4					255.1		MUSK 2.3	2.3			
67WYO	11.25AM	s 12.53AM	s 7.30PM	s **9.10AM**	257.4	DN-R	**EXETER**	0.0	**9.10AM**	4.30PM	8.00AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(51.9)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(4.55)	(1.33)	(2.00)	(1.55)			Time over District		(2.00)	(2.00)	(5.45)
	10.55	33.48	25.95	27.08			Average speed per hour		25.95	25.95	9.02

Westward trains are superior to trains of same class in opposite direction.

ADDITIONAL STOPS

No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward — FROM SAN FRANCISCO

Time Table No. 135

November 14, 1920.

TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS							Distance from San Francisco		STATIONS	Distance from Famoso	FIRST CLASS							THIRD CLASS	
	246 Kerman Porterville Mixed	238 Fresno Porterville Way Freight	88 Coalinga Porterville Passenger	90 Fresno Bakersfield Passenger	62 Goshen Jct. Porterville Passenger	102 Santa Fe Passenger	96 Coalinga Porterville Passenger	108 Fresno Los Angeles Express	50 San Joaquin Valley Passenger					109 Sunset Express	101 Santa Fe Passenger	51 Bakersfield San Francisco Passenger	61 Porterville Goshen Jct. Passenger	89 Porterville Fresno Passenger	97 Porterville Coalinga Passenger	87 Oil Fields Passenger	239 Porterville Fresno Way Freight	245 Porterville Kerman Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex Sunday	Arrive Daily Ex. Sunday
67WYO	12.55PM	12.05PM	9.10PM	7.35PM	5.00PM		10.47AM	**9.15**AM	12.55AM	257.4	DN-R	**EXETER** 3.1	52.4	s **9.05**AM		s 1.48PM	s 3.20PM	s4.29PM	s 7.00PM	s 9.40PM	7.30AM	s8.50AM
	1.02	12.17	9.15	f 7.43	5.06		f10.55	f 9.23	1.00	260.5		BURR 2.3	49.3	8.56		1.40	3.12	4.21	f 6.52	9.32	7.15	
										262.8		VANCE 1.5	47.0									
141	s **1.33**	1.00	s **9.25**	s 7.55	s 5.15		s11.03	s 9.31	s 1.08	264.3	D	LINDSAY 1.2	45.5	s 8.50		s **1.33**	s 3.05	s4.14	s 6.45	s **9.25**	7.00	s8.30
10										265.5		WORTHING 0.3	44.3									
										265.8		STOUT (Spur) 2.8	44.0									
45	f 1.41	1.23	s 9.34	s 8.03	s 5.24		s11.11	s 9.39	1.15	268.6	D	STRATHMORE 2.3	41.2	s 8.39		f **1.23**	s 2.55	s4.04	s 6.35	f 9.15	6.35	s8.20
21 8	f 1.47	1.33	f 9.39	f 8.08	f 5.29		f11.16	f 9.44	1.19	270.9		ZANTE 1.3	38.9	8.33		1.18	f 2.49	3.58	f 6.29	9.09	6.20	
			f		f			f		272.2		LISKO (Spur) 1.5	37.6				f		f			
			f		f			f		273.7		KURTH (Spur) 0.7	36.1				f		f			
20	s 2.00	1.45	s 9.50	s 8.20	s 5.40		s11.25	s 9.54	s 1.28	274.4		**PORTERVILLE** 0.4	35.4	s 8.25		s 1.12	s 2.40	s3.50	s 6.20	s 9.02	6.10	s8.05
55 WY	2.05PM	1.50PM	s 9.55PM	8.25	s 5.45PM		s11.30AM	9.59	1.33	274.8	DN-R	PORTERVILLE-OLIVE ST. 0.7	35.0	8.18		1.07	2.35PM	3.45PM	6.15PM	8.57	6.00AM	8.00AM
										275.5		BONAR (Spur) 1.0	34.3									
25				8.29				f10.03	1.36	276.5		PONCA 1.5	33.3	8.14		1.03				8.52		
37				f 8.32				f10.06	1.39	278.0		LOIS 4.6	31.8	f 8.09		1.00				8.49		
40 29				s **8.42**				s10.16	1.46	282.6	D	TERRA BELLA 4.5	27.2	s 7.59		f12.53				f **8.42**		
17 25				s 8.54		3.39PM		s10.26	1.53	287.1	DN-R	**DUCOR** 2.9	22.7	s 7.49	s11.10AM	f12.45				f 8.32		
29 29				f 9.03		3.45		f10.34	1.58	290.0		ORRIS 1.5	19.8	f 7.41	11.04	12.39				8.24		
				f						291.5		VESTAL (Spur) 3.4	18.3	f								
16				f 9.14		3.54		f10.44	2.06	294.9		RICHGROVE 4.1	14.9	f 7.31	10.58	12.31				f 8.16		
30				f 9.24		4.01		f**10.52**	2.12	299.0		JASMIN 10.8	10.8	f 7.23	**10.52**	12.25				f 8.09		
91 TW				s 9.45PM		s 4.20PM		s11.10AM	2.28AM	309.8	DN-R	**FAMOSO** (52.4)	0.0	7.05AM	10.31AM	12.11PM				7.51PM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(1.10) 14.91	(1.45) 9.94	(0.45) 23.20	(2.10) 24.18	(0.45) 23.20	(0.41) 33.22	(0.43) 24.27	(1.55) 27.33	(1.33) 33.80			Time over District Average speed per hour		(2 00) 26.20	(0.39) 34.92	(1.37) 32.41	(0.45) 23.20	(0.44) 23.72	(0.45) 23.20	(1.49) 29.76	(1.30) 11.60	(0.50) 20.08

Westward trains are superior to trains of same class in opposite direction. ADDITIONAL STOPS. No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

Eastward — FROM SAN FRANCISCO

Time Table No. 135

November 14, 1920.

TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning and Telephone Stations.	FIRST CLASS	Distance from San Francisco		STATIONS	Distance from Springville	FIRST CLASS
	98 Passenger					99 Passenger
	Leave Tues., Thurs., Sat.					Arrive Tues., Thurs., Sat.
57 WY	11.40AM	274.8	DN-R	PORTERVILLE-OLIVE ST. 0.8	15.9	s 2.20PM
		275.6		A. T. & S. F. CROSSING 2.5	15.1	
	f11.53AM	278.1		ADOBE (Spur) 0.5	12.6	f 2.05
		278.6		PERNU 1.4	12.1	
	f12.01PM	280.0		WORTH 1.6	10.7	f 1.57
27	f12.07	281.6		MAGNESITE JCT. (Spur) 0.8	9.1	f 1.50
33	f12.11	282.4		SUCCESS 5.7	8.3	f 1.45
	f12.35	288.1		OLAVIOLE 2.6	2.6	f 1.22
31 Y	s12.50PM	290.7	D-R	**SPRINGVILLE** (15.9)	0.0	1.10PM
	Arrive Tues., Thurs., Sat.					Leave Tues., Thurs., Sat.
	(1.10) 13.62			Time over District Average speed per hour		(1.10) 13.62

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 98 is superior to No. 99

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward

FROM SAN FRANCISCO

Time Table No. 135

November 14, 1920.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS			FIRST CLASS										Distance from San Francisco		STATIONS	
	252	212	248	26	60	8	90	102	84	86	108	92	50				
	Sunset Manifest Freight	Way Freight	Way Freight	The Owl	The Sacramento	San Francisco Los Angeles Passenger	Fresno Bakersfield Passenger	Santa Fe Passenger	San Francisco Bakersfield Passenger	Oil Fields Passenger	Fresno Los Angeles Express	Fresno Visalia Passenger	San Joaquin Valley Passenger				
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
WFTOPY Yard	1.50PM	6.30AM		11.40PM	10.45PM	7.00PM			3.05PM	8.20AM		7.10AM		205.5		DN-R **FRESNO** 2.8	Double Track
										f				208.3		CALWA 0.8	
I P	2.10	6.50		11.51	10.56	7.11			3.16	8.30		7.20		209.1		**CALWA TOWER** A. T. & S. F. Crossing 1.3	
73	2.15	6.55		11.53	10.58	f 7.13			3.18	s 8.32		f 7.22		210.4		D MALAGA 4.7	
95	2.30	7.30		11.59PM	11.05	s 7.23			3.25	s 8.41		s 7.30		215.1		D FOWLER 1.3	
										f				216.4		STAR (Spur) 3.2	
														219.6		WINEDALE 1.1	
136W	2.47	8.30		12.06AM	11.12	s 7.35			s 3.34	s 8.53		s 7.40		220.7		DN SELMA 4.9	
94 W	3.06	9.05		12.13	11.19	s 7.46			s 3.42	s 9.05		s 7.50		225.6		D KINGSBURG 1.5	
														227.1		SUMNER (Spur) 4.2	
69 P	3.26	9.35		12.20	11.26	f 7.56			3.50	f 9.14		f 7.59		231.3		TRAVER 2.4	
69 P	3.31	9.55		12.23	11.29	7.59			3.53	9.17		8.02		233.7		CROSS 5.4	
102WFY O	4.01	10.10AM	6.00AM	12.30	11.36	s 8.10 8.25			s 4.01	s 9.25 9.35		s 8.15AM		239.1		DN-R **GOSHEN JCT.** 6.5	
72 P	4.30		6.25	12.38	11.44	f 8.35			4.09	f 9.47				245.6		TAGUS 4.1	
I														249.7		A. T. & S. F. CROSSING 0.3	
100W	5.10		7.30	12.45	11.52PM	s 8.55	(Runs via Porterville)		s 4.17	s 9.58	(Runs via Porterville)		(Runs via Porterville)	250.0	Automatic Block Signals.	DN TULARE 1.5	
														251.5		BURLING (Spur) 4.3	
72 P	5.30		7.45	12.53	12.01AM	9.05			4.26	f 10.08				255.8		OCTOL 4.6	
95 W	6.10		8.20	1.00	12.08	s 9.17			4.34	s 10.19				260.4		D TIPTON 3.3	
										f				263.7		QUAIL 3.1	
71	6.48		8.47	1.16	12.21	s 9.30			4.46	s 10.31				266.8		DN PIXLEY 5.6	
73	7.10		9.30	1.23	12.28	s 9.41			4.54	s 10.41				272.4		D EARLIMART 3.4	
														275.8		STONE (Spur) 0.7	
72 P	7.25		9.45	1.29	12.34	9.49			5.02	f 10.48				276.5		RADNOR 4.2	
101 W	7.55		10.20	1.35	12.40	s 10.01			5.09	s 10.57				280.7		DN DELANO 6.3	
72	8.20		10.40 11.20AM	1.43	12.49	s 10.15			5.18	s 11.09				287.0		D Mc FARLAND 3.9	
														290.9		HUNT (Spur) 1.7	
95TW	8.45		12.10PM	1.50	12.58	f 10.30	9.50PM	4.23PM	5.27	11.20	11.15AM		2.30AM	292.6		DN-R **FAMOSO** 3.3	
72 P	9.05		12.25	1.54	1.02	10.36	f 9.56	4.28	5.32	11.25	f 11.20		2.35	295.9		SLATER 3.7	
														299.6		DOW (Spur) 0.9	
95 P	9.25		12.40	2.00	1.08	10.43	f 10.05	4.34	5.40	11.33	f 11.28		2.42	300.5		LERDO 5.3	
72 P	9.45		1.00	2.07	1.15	10.50	f 10.15	4.41	5.48	11.41	f 11.37		2.50	305.8		SACO 2.8	
95	9.55		1.07	2.11	1.19	10.54	10.23	s 4.45PM	5.53	11.45	f 11.41		2.54	308.6		DNR **OIL JCT.** 2.5	
65 P	10.05		1.15	2.15	1.23	10.58	10.28		5.58	11.50	11.45		2.59	311.1		NOME 0.5	
														311.6		BREWERY (Spur) 1.3	
Yard WFTYOP	10.20PM		1.30PM	s 2.22AM	s 1.30AM	s 11.05PM	s 10.35PM		s 6.05PM	¶11.57AM	¶11.52AM		s 3.07AM	312.9		DN-R **BAKERSFIELD**	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.4)	
	(8.30) 12.61	(3.40) 9 43	(7.30) 9.81	(2.42) 39.77	(2 45) 39.05	(4.05) 26.30	(0.45) 27.06	(0.22) 43.63	(3.00) 35.80	(3.37) 29.69	(0.37) 32.91	(1.05) 31.01	(0.37) 32.91			..................Time over District ....Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

No 8 will stop on signal at all stations west of Bakersfield to receive passengers for stations east thereof.
No 50 will stop on signal at all stations to receive passengers for Yuma or east.
No. 86 will stop at any station Famoso to Bakersfield to discharge passengers.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 135

November 14, 1920.

				FIRST CLASS									THIRD CLASS		
			Distance from Bakersfield	25	59	49	109	81	101	51	107	87	247	213	251
				The Owl	The Sacramento	San Joaquin Valley Passenger	Sunset Express	Bakersfield Fresno Passenger	Santa Fe Pasaenger	Bakersfield San Francisco Passenger	Los Angeles Fresno Express	Oil Fields Passenger	Way Freight	Way Freight	Sunset Manifest Freight
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
Double Track Automatic Block Signals	DN-R	**FRESNO** 2.8	107.4	s 3.00AM	s 3.55AM	s 5.45AM		s 11.00AM		s 3.50PM	s 9.30PM	s 11.55PM		2.20PM	5.30PM
		CALWA 0.8	104.6												
		CALWA TOWER A. T. & S. F. Crossing 1.3	103.8	2.47	3.42	5.31		10.45		3.38	9.17	**11.43**		**2.00**	5.00
	D	MALAGA 4.7	102.5	2.44	3.39	5.29		10.43		3.36	s 9.15	11.40		1.55	4.57
	D	FOWLER 1.3	97.8	2.34	3.29	5.19		s 10.35		**3.25**	s 9.01	f 11.26		1.30	4.40
		STAR (Spur) 3.2	96.5								f				
		WINEDALE 1.1	93.3												
	DN	SELMA 4.9	92.2	2.24	3.19	5.09		s 10.23		s 3.15	s 8.48	s **11.12**		1.00	4.15
	D	KINGSBURG 1.5	87.3	2.16	3.11	4.59		s 10.10		s **3.06**	s 8.36	s 11.02		12.05PM	**3.42**
		SUMNER (Spur) 4.2	85.8												
		TRAVER 2.4	81.6	2.08	3.03	4.49		9.58		2.57	f 8.24	10.53		10.55AM	**3.26**
		CROSS 5.4	79.2	2.05	3.00	4.45		**9.55**		2.54	8.20	10.50		10.50	3.10
	DN-R	**GOSHEN JCT.** 6.5	73.8	1.58	2.52	s 4.35		9.45 s **9.35**		**2.45PM**	**8.10** s 7.45	10.40PM	12.30PM	10.30AM	**2.45**
		TAGUS 4.1	67.3	1.49	2.43	4.21		9.25			f 7.35		11.59AM		1.50
		A. T. & S. F. CROSSING 0.3	63.2												
	DN	TULARE 1.5	62.9	f 1.41	2.35	s 4.12		s 9.18			s 7.25		11.35		1.30
		BURLING (Spur) 4.3	61.4												
		OCTOL 4.6	57.1	1.30	2.24	3.59		9.04			f 7.09		**10.08**		12.55
	D	TIPTON 3.3	52.5	1.24	2.18	3.52		s 8.58			s 7.01		9.40		12.35PM
		QUAIL 3.1	49.2								f				
	DN	PIXLEY 5.6	46.1	**1.16**	2.10	3.44	(Runs via Porterville)	s **8.47**		(Runs via Porterville)	s **6.48**	(Runs Via Porterville)	**8.47**		11.55AM
	D	EARLIMART 3.4	40.5	1.09	2.03	3.37		s 8.37			s 6.37		8.25		11.35
		STONE (Spur) 0.7	37.1												
		RADNOR 4.2	36.4	1.03	1.57	3.31		8.29			f 6.27		8.05		11.20
	DN	DELANO 6.3	32.2	12.57	1.51	3.25		s 8.23			s 6.19		7.50		**10.57**
	D	McFARLAND 3.9	25.9	**12.49**	**1.43**	3.17		s 8.12			s 6.08		7.20		**10.40**
		HUNT (Spur) 1.7	22.0												
	DN-R	**FAMOSO** 3.3	20.3	12.42	1.33	3.10	s 6.55AM	8.02	s 10.29AM	s **12.09PM**	s 5.56	s 7.48PM	6.25		10.15
		SLATER 3.7	17.0	12.38	1.29	3.05	6.50	7.58	10.24	12.04PM	f 5.50	7.43	6.00		10.05
		DOW (Spur) 0.9	13.3												
		LERDO 5.3	12.4	12.32	1.23	2.58	f 6.43	7.52	10.18	11.57AM	f **5.40**	7.37	5.45		9.50
		SACO 2.8	7.1	12.25	**1.15**	**2.50**	6.35	7.45	10.11	11.50	f 5.31	7.30	5.30		9.30
	DN-R	**OIL JCT.** 2.5	4.3	12.21	1.09	2.43	f 6.31	7.41	10.07AM	**11.45** **11.41**	f 5.27	7.26	5.20		9.20
		NOME 0.5	1.8	12.17	1.05	2.38	6.27	7.37		11.37	5.22	7.22	5.12		9.10
		BREWERY (Spur) 1.3	1.3												
	DN-R	**BAKERSFIELD**	0.0	12.10AM	12.58AM	**2.30AM**	6.20AM	7.30AM		11.30AM	5.15PM	7.15PM	5.00AM		8.55AM
		(107.		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
		Time over District..............................		(2.50)	(2.57)	(3.15)	(0.35)	(3.30)	(0.22)	(1.44)	(4.15)	(1.48)	(7.30)	(3.50)	(8.35)
		Average speed per hour..........................		37.90	36.40	33.04	34.80	30.68	43.63	31.09	24.31	29.94	9.84	8.33	12.51

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS—No. 81 will stop at all stations west of Famoso to discharge passengers from stations Los Angeles or east.

BAKERSFIELD AND MOJAVE SUBDIVISION

Eastward

FROM SAN FRANCISCO

Time Table No. 135

November 14, 1920.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.					SECOND CLASS						FIRST CLASS									Distance from San Francisco	STATIONS
					334	340	342	306	338	252	8	10	20	86	108	2	50	26	60		
					Freight	Freight	Way Freight	Bakersfield Olig Mixed	Freight	Sunset Manifest Freight	SanFrancisco Los Angeles Passenger	Santa Fe Passenger	Santa Fe Passenger	Oil Fields Passenger	Fresno Los Angeles Express	Santa Fe Tourist Express	San Joaquin Valley Passenger	The Owl	The Sacramento		
					Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
WFTYOP Yard								**7.00AM**			11.40PM			**12.25PM**	12.20PM		3.17AM	**2.30AM**	1.40AM	312.9	DN-R **BAKERSFIELD** 0.7
P I					6.25PM	12.50PM	**9.00AM**	**7.05AM**	6.05AM	**12.01AM**	11.43	7.50PM	5.30PM	**12.28PM**	12.23	7.55AM	**3.20**	2.33	1.43	313.6	DN-R **KERN JCT.** 3.4
75 P					6.33	12.58	**9.15**		6.12	12.09	**11.55PM**	**7.56**	5.35		12.28	8.00	3.25	2.38	1.48	317.0	MAGUNDEN 2.5
																				319.5	SOLY 0.6
70 P					6.40	1.05	**9.35**		6.18	12.16	s 12.03AM	**8.04**	5.39		s 12.34	8.04	3.29	**2.42**	1.52	320.1	DN EDISON 4.9
68 P					6.52	1.17	**9.50**		6.27	**12.29**	12.13	8.11	5.46		f 12.44	**8.11**	3.36	2.48	**1.59**	325.0	N SIVERT 2.9
71 PW					6.58	1.23	10.00		6.33	12.35	**12.24**	8.16	5.51		f 12.49	8.16	3.41	**2.53**	2.04	327.9	D BENA 3.4
68 P					**7.06**	**1.31**	10.10		6.41	12.43	12.32	8.23	5.58		12.56	8.22	3.47	2.59	**2.11**	331.3	ILMON 3.9
East 67 West 73 PW					**7.35**	2.00	11.00		**6.55** 7.15	1.11	s 12.43	s 8.32	6.07		s **1.08**	s 8.32	3.55	3.07	2.20	335.2	DN CALIENTE 3.0
67 P					7.47	2.12	11.15		**7.27**	1.23	12.52	8.40	6.14		1.18	8.39	4.01	3.13	**2.27**	338.2	ALLARD 2.3
West 79 East 61 PW					7.57	2.22	11.35		7.37	1.33	**1.02**	8.46	**6.20**		f 1.26	8.45	4.06	3.18	2.33	340.5	DN BEALVILLE 1.8
25 P					8.05	2.30	11.45AM		7.45	1.41	**1.12**	8.51	6.25		1.32	8.49	4.10	3.22	2.38	342.3	CLIFF 3.2
East 61 M23 West 63 P					8.20	2.45	**12.05PM**		8.00	**2.05**	1.24	8.59	6.33		f 1.42	8.57	4.17	3.29	2.46	345.5	DN ROWEN 2.2
																				347.7	TAMAR (Spur) 1.1
68 PW House 64					8.45	3.07	**12.40**		8.25	2.30	s 1.41	9.16	6.48		s 2.00	9.13	**4.31**	3.44	3.01	348.8	DN WOODFORD 3.0
68 P					9.00	**3.22**	12.55		8.40	2.45	**1.50**	9.26	**6.56**		2.10	9.23	4.41	3.52	3.10	351.8	WALONG 2.3
West 74 East 63 PW					9.15	3.40	1.10		8.55	3.00	2.00	9.36	7.05		f 2.20	9.33	4.49	**3.59**	3.18	354.1	DN MARCEL 0.8
																				354.9	SEDWELL (Spur) 1.8
68 P					9.30	3.55	**1.25**		9.10	3.15	2.11	9.45	7.13		f 2.30	9.43	4.56	4.06	3.27	356.7	CABLE 3.9
163 PW					9.45	4.10	**2.20**		9.25	**3.37**	s 2.25	s 9.57	7.24		s 2.45	s 9.56	f **5.08**	4.16	3.37	360.6	DNR **TEHACHAPI** 1.8
113 PY					**10.05**	**4.25**	**2.50**		9.40	3.52	2.31	**10.05**	7.31		2.50	**10.04**	5.15	4.22	3.43	362.4	SUMMIT 2.6
											f 2.35				f 2.55					365.0	MONOLITH 2.1
65 P					**10.23**	4.35	3.10		**9.50**	4.02	2.39	**10.11**	7.38		3.00	10.12	5.22	**4.28**	3.49	367.1	N PROCTOR 0.9
YP																				368.0	ERIC (Wye) 1.9
137 PW					**10.55**	4.45	3.20		**10.18**	**4.10**	2.44	**10.16**	7.43		f 3.07	**10.18**	5.27	4.32	3.53	369.9	D CAMERON 2.8
69 P					11.15	5.05	**3.40**		10.40	**4.36**	2.49	10.25	7.49		3.13	10.24	**5.31**	**4.36**	**3.58**	372.7	N LAROSE 2.7
61 P					11.35	5.25	4.00		11.00	4.56	**2.54**	**10.35**	7.55		f **3.20**	10.30	5.36	4.41	4.03	375.4	D WARREN 2.4
63 P					**11.49PM**	**5.50**	4.10		11.20	**5.06**	2.59	10.39	8.01		3.26	10.36	5.42	4.47	4.08	377.8	N FRAM 1.3
																				379.1	RESERVOIR (Spur) 0.4
																				379.5	SAGE (Spur) 1.2
Yard WFTYOP					12.05AM	6.20PM	4.30PM		11.35AM	5.31AM	s **3.05AM**	s 10.45PM	s 8.10PM		s 3.35PM	s 10.45AM	s 5.50AM	s **4.55AM**	s 4.15AM	380.7	DN-R **MOJAVE**
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.8)
					(5.40) 11.82	(5.30) 12.20	(7.30) 8.94	(0.05) 8.40	(5.30) 12.20	(5.30) 12.20	(3.25) 19.84	(2.55) 23.00	(2.40) 25.16	(0.03) 14.00	(3.15) 20.86	(2.50) 23.68	(2.33) 26.58	(2.25) 28.05	(2.35) 26.24		Time over District Average speed per hour

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

BAKERSFIELD AND MOJAVE SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 135

November 14, 1920.

Automatic Block Signals

			FIRST CLASS									THIRD CLASS				
		Distance from Mojave	19	109	9	107	87	21	25	59	49	341	333	307	253	251
			Santa Fe Passenger	Sunset Express	**Santa Fe Mail and Express**	**Los Angeles Fresno Express**	Oil Fields Passenger	Santa Fe Passenger	**The Owl**	The Sacramento	**San Joaquin Valley Passenger**	**Way Freight**	**Freight**	**Olig Bakersfield Mixed**	**Freight**	**Sunset Manifest Freight**
	STATIONS		Arrive Daily	Arrive Daily	**Arrive Daily**	**Arrive Daily**	Arrive Daily	Arrive Daily	**Arrive Daily**	Arrive Daily	**Arrive Daily**	**Arrive Daily**	**Arrive Daily**	**Arrive Daily Ex. Sunday**	**Arrive Daily**	**Arrive Daily**
DN-R	**BAKERSFIELD** 0.7	67.8		s 5.55AM		s 4.55PM	s 6.10PM		s 12.04AM	s 12.48AM	s **2.20AM**			s 2.40PM		
DN-R	**KERN JCT.** 3.4	67.1	**3.20AM**	5.51	7.35AM	4.51	**6.07PM**	**8.15PM**	**12.01AM**	12.44	2.16	8.50AM	2.10PM	**2.37PM**	**8.10PM**	3.00AM
	MAGUNDEN 2.5	63.7	3.14	5.46	7.30	4.45		8.09	**11.55PM**	12.39	2.11	8.36	2.02		**7.56**	2.50
	SOLY 0.6	61.2														
DN	EDISON 4.9	60.6	3.09	s 5.41	7.26	s 4.40		**8.04**	11.51	12.35	2.07	8.23	1.55		7.40	**2.42**
N	SIVERT 2.9	55.7	2.59	5.32	7.20	f 4.31		7.55	11.45	**12.29**	**1.59**	**8.11**	1.45		7.25	2.26
D	BENA 3.4	52.8	**2.53**	5.27	7.15	f 4.26		7.49	11.40	**12.24**	1.48	8.01	1.39		7.15	2.20
	ILMON 3.9	49.4	2.45	5.20	7.09	4.19		7.43	11.34	12.18	1.39	7.53	**1.31**		**7.06**	**2.11**
DN	CALIENTE 3.0	45.5	2.36	s 5.10	s **7.00**	s 4.10		s **7.35**	11.26	12.09	1.30	7.39	**1.08**		6.40	1.40
	ALLARD 2.3	42.5	**2.27**	4.57	6.51	4.01		7.28	11.20	12.02AM	**1.23**	**7.27**	12.40		6.29	**1.23**
DN	BEALVILLE 1.8	40.2	2.19	4.52	6.46	f 3.54		7.22	11.15	11.57PM	1.17	7.00	12.32		**6.20**	**1.02**
	CLIFF 3.2	38.4	2.13	4.48	6.42	3.48		7.17	11.11	11.53	**1.12**	6.49	12.16		6.00	12.40
DN	ROWEN 2.2	35.2	**2.05**	4.40	**6.34**	f 3.40		7.10	11.04	11.46	1.05	**6.34**	**12.05PM**		5.49	12.25
	TAMAR (Spur) 1.1	33.0														
DN	WOODFORD 3.0	31.9	1.57	s **4.31**	6.26	s 3.31		7.03	10.57	11.38	12.58	6.15	11.39AM		5.35	12.05AM
	WALONG 2.3	28.9	**1.50**	4.10	6.19	**3.22**		**6.56**	10.51	11.31	12.52	5.55	11.19		5.15	11.40PM
DN	MARCEL 0.8	26.6	1.44	**3.59**	6.13	f 3.16		6.50	10.46	**11.25**	12.47	5.36	10.50		5.05	**11.25**
	SEDWELL (Spur) 1.8	25.8														
	CABLE 3.9	24.0	1.38	3.50	6.06	f 3.07		6.44	10.40	11.18	12.41	5.20	10.30		4.45	11.05
DN-R	**TEHACHAPI** 1.8	20.1	1.29	s **3.37**	s 5.57	s 2.58		s 6.35	10.32	11.09	f 12.33	**5.08**	10.15		4.30	10.50
	SUMMIT 2.6	18.3	1.26	3.32	5.53	**2.50**		6.32	10.29	11.06	12.29	4.50	**10.04**		**4.25**	10.45
	MONOLITH 2.1	15.7		f 3.28		f 2.45										
N	PROCTOR 0.9	13.6	1.20	3.24	5.47	2.41		6.26	**10.23**	11.00	12.23	**4.28**	**9.50**		4.10	**10.28** **10.06**
	ERIC (Wye) 1.9	12.7														
D	CAMERON 2.8	10.8	1.13	f 3.16	5.40	f 2.35		6.19	**10.16**	**10.55**	12.16	**4.10**	9.35		3.55	9.57
N	LAROSE 2.7	8.0	1.03	3.04	**5.31**	2.25		6.09	10.07	10.45	12.07AM	**3.58**	9.21		**3.40**	9.45
D	WARREN 2.4	5.3	12.54	**2.54**	5.17	f 2.15		5.59	9.58	**10.35**	11.58PM	3.40	9.05		**3.20**	9.32
N	FRAM 1.3	2.9	12.45	2.45	**5.06**	f 2.05		**5.50**	9.49	10.25	**11.49**	3.25	8.50		3.05	9.20
	RESERVOIR (Spur) 0.4	1.6														
	SAGE (Spur) 1.2	1.2														
DN-R	**MOJAVE**	0.0	12.35AM	2.35AM	**4.55AM**	1.55PM		5.40PM	9.40PM	10.16PM	11.40PM	**3.05AM**	8.30AM		**2.45PM**	9.00PM
	(67.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	**Leave Daily**	Leave Daily	**Leave Daily**	**Leave Daily**	**Leave Daily**	**Leave Daily Ex. Sunday**	**Leave Daily**	**Leave Daily**
	Time over District		(2.45)	(3.20)	(2.40)	(3.00)	(0.03)	(2.35)	(2.24)	(2.32)	(2.40)	(5.45)	(5.40)	(0.03)	(5.25)	(6.00)
	Average speed per hour		24.40	20.34	25.16	22.60	14.00	25.97	28.25	26.76	25.43	11.66	11.82	14.00	12.08	11.18

Westward trains are superior to trains of the same class in the opposite direction.

MOJAVE AND SAUGUS SUBDIVISION

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Time Table No. 135

November 14, 1920.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS					Distance from San Francisco		STATIONS	Distance from Saugus	FIRST CLASS					THIRD CLASS	
	252	**264**	**108**	**50**	**26**	**60**	**8**					**107**	**25**	**59**	**49**	**109**	**263**	**251**
	Sunset Manifest Freight	**Way Freight**	Fresno Los Angeles Express	San Joaquin Valley Passenger	**The Owl**	The Sacramento	San Francisco Los Angeles Passenger					Los Angeles Fresno Express	The Owl	The Sacramento	San Joaquin Valley Passenger	Sunset Express	Way Freight	Sunset Manifest Freight
	Leave Daily	Leave Daily Except Wednesday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Tuesday	Arrive Daily
Yard WFTOPY	8.20AM	**3.25**AM	3.45PM	6.00AM	5.05AM	4.25AM	**3.20**AM	380.7		DN-R **MOJAVE**	69.9	¶ 1.30PM	s 9.32PM	s 10.08PM	s 11.30PM	s 2.20AM	10.45AM	7.20PM
			f					384.8		4.1 FLETA	65.8	f						
68	8.50	3.50	f 3.57	6.10	5.15	4.35	3.30	387.3		2.5 GLOSTER	63.3	f 1.15	9.20	9.56	11.16	2.05	10.20	6.55
68 P	9.10	4.10	s 4.10	6.21	5.25	4.45	f 3.41	394.3		7.0 DN ROSAMOND	56.3	s 1.01	9.10	9.46	11.05	f 1.53	9.55	6.25
68 W	**9.30**	4.30	f 4.20	6.30	5.33	4.53	3.50	399.9		5.6 OBAN	50.7	f 12.50	9.03	9.39	10.57	1.43	**9.30**	6.00
69 W	10.00	**5.01**	s 4.35	s 6.42	5.41	**5.01**	s 4.04	405.5		5.6 DN-R LANCASTER	45.1	s 12.40	8.56	9.32	f 10.49	s 1.34	9.05	5.40
68	10.15	5.23	f 4.44	6.50	5.49	5.09	4.12	409.8	Automatic Block Signals	4.3 DENIS	40.8	f 12.28	8.50	9.26	10.41	1.21	8.00	5.23
61 WFY	10.55	**5.56**	s 4.55	6.57	**5.56**	5.16	s 4.22	413.8		4.0 DN-R PALMDALE	36.8	s 12.20	8.45	9.21	f 10.35	s 1.15	7.45	5.13
68	11.10	6.15	f **5.03**	7.03	6.02	5.22	4.28	416.3		2.5 HAROLD	34.3	f 12.09PM	8.39	9.15	10.28	1.05	7.28	**5.03**
68 PY	**11.59**AM	**7.13**	f 5.15	**7.13**	6.12	5.32	4.43	420.5		4.2 DN VINCENT	30.1	f **11.59**AM	8.30	9.06	10.19	12.56	**7.13**	4.35
68	12.30PM	7.33	5.27	7.25	**6.25**	5.45	4.54	425.0		4.5 PARIS	25.6	11.46	8.14	8.50	10.03	12.40	**6.25**	3.50
	12.40	7.45	s 5.33	7.29	6.29	5.49	f 4.58	426.1		1.1 D ACTON	24.5	s 11.41	8.11	8.46	9.59	f 12.36	6.15	3.45
82 WP	1.20	8.05	s 5.43	7.37	6.37	**5.57**	s 5.07	429.0		2.9 DN RAVENNA	21.6	s 11.31	8.04	8.38	9.50	f 12.26	**5.57**	3.35
67	1.50	8.30	f 6.02	7.54	6.54	6.14	**5.23**	434.6		5.6 RUSS	16.0	f 11.17	7.51	8.23	9.33	12.12AM	**5.23**	2.56
								436.0		1.4 ALPINE (Spur)	14.6							
71 W	**2.35**	9.01	s 6.15	8.06	7.06	6.26	f 5.36	438.8		2.8 D LANG	11.8	s 11.03	7.40	8.12	9.21	f 11.58PM	4.40	**2.35**
65	2.50	9.20	f 6.28	8.19	7.19	6.39	f 5.49	443.1		4.3 HUMPHREYS	7.5	f 10.48	7.26	7.58	9.06	f 11.43	4.15	2.12
68	3.05	9.40	f 6.39	8.30	7.30	6.50	f 6.00	446.9		3.8 HONBY	3.7	f 10.39	7.18	7.49	8.58	11.34	4.00	1.56
87 WFY	3.20PM	10.00AM	s 6.50PM	s 8.40AM	7.40AM	7.00AM	s 6.10AM	450.6		3.7 DN-R **SAUGUS** (69.9)	0.0	10.30AM	7.10PM	7.40PM	8.50PM	11.25PM	3.45AM	1.40PM
	Arrive Daily	Arrive Daily Except Wednesday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Tuesday	Leave Daily
	(7.00)	(6.35)	(3.05)	(2.40)	(2.35)	(2.35)	(2.50)			Time over District		(3.00)	(2.22)	(2.28)	(2.40)	(2.55)	(7.00)	(5.40)
	9.98	10.61	22.67	26.21	27.05	27.05	24.67			Average speed per hour		23.30	29.53	28.33	26.21	23.90	9.98	12.33

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

MOJAVE AND SAUGUS SUBDIVISION.

Eastward	FROM SAN FRANCISCO							TOW. S. FRAN.	Westward	
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS 402 Mojave Owenyo Passenger Leave Daily	Distance from San Francisco		Time Table No. 135 November 14, 1920. STATIONS	Distance from Owenyo	FIRST CLASS 401 Owenyo Mojave Passenger Arrive Daily	THIRD CLASS	
WFYTOP Yard			3.30AM	380.7	DN-R	**MOJAVE**	143.5	s 11.30PM		
						1.3				
60			f 3.35	381.8		CHAFFEE	142.2	f 11.20		
						3.2				
61			f 3.42	384.0		CAMBIO	139.0	f 11.11		
						4.3				
61			f 3.51	388.3		TRESCAPE	134.7	f 11.02		
						4.6				
61			f 4.00	392.9		NEURALIA	130.1	f 10.52		
						4.4				
61			f 4.09	397.3		CINCO	125.7	f 10.42		
						5.2				
East 61W West 63			s 4.20	402.5		CANTIL	120.5	s 10.32		
						2.8				
			f	405.3		GYPSITE (Spur)	117.7	f		
						2.2				
61			f 4.31	407.5		CENEDA	115.5	f 10.22		
						1.0				
			f 4.33	408.5		SALTDALE	114.5	f 10.20		
						2.1				
			f	410.6		TOBY	112.4	f		
						1.6				
East 61 Y West 84			f 4.41	412.2		GARLOCK	110.8	f 10.13		
						4.2				
62			f 4.50	416.4		GOLER	106.6	f 10.05		
						4.1				
62			f 4.59	420.5		RAND	102.5	f 9.57		
						4.1				
61			f 5.10	424.6		TEAGLE	98.4	f 9.49		
						3.8				
71 Y			s 5.28	428.4	DN	**SEARLES**	94.6	s 9.41		
						4.4				
62			f 5.36	432.8		RADEMACHER	90.2	f 9.31		
						5.5				
66			f 5.47	438.3		CODE	84.7	f 9.20		
						4.1				
61			f 5.55	442.4		TERESE	80.6	f 9.12		
						4.8				
61			s 6.04	447.2	DN	INYOKERN	75.8	s 9.03		
						4.5				
62			s 6.13	451.7		LELITER	71.3	s 8.54		
						4.6				
61			s 6.22	456.3		BROWN	66.7	s 8.45		
						4.4				
East 61 Y West 85			f 6.31	460.7		LINNIE	62.3	f 8.36		
						3.6				
61			f 6.38	464.3		NARKA	58.7	f 8.29		
						4.0				
62			s 6.46	468.3		LITTLE LAKE	54.7	s 8.21		
						3.2				
East 61 Y West 61			f 6.53	471.5		MABEL	51.5	f 8.14		
						4.1				
62			f 7.01	475.6		SYKES	47.4	f 8.06		
						4.3				
61			f 7.09	479.9		TALUS	43.1	f 7.58		
						4.2				
61 W			f 7.21	484.1		HAIWEE	38.9	f 7.50		
						4.4				
66			f 7.29	488.5		LOCO	34.5	f 7.40		
						4.8				
41			f 7.38	493.3		OLANCHA	29.7	s 7.30		
						4.4				
66			f 7.50	497.7	D	CARTAGO	25.3	f 7.22		
						4.6				
66			f 7.59	502.3		MONACHEE	20.7	f 7.12		
						4.0				
65			f 8.07	506.3		BRIER	16.7	f 7.04		
						4.0				
66			f 8.15	510.3		SKINNER	12.7	f 6.56		
						4.0				
66			f 8.23	514.3		DIAZ	8.7	f 6.48		
						4.5				
East 70 West 66			s 8.36	518.8		LONE PINE	4.2	s 6.40		
						4.2				
FY			s 8.50AM	523.0	D-R	**OWENYO**	0.0	6.30PM		
			Arrive Daily			(143.5)		Leave Daily		
			(5.20)			Time over District		(5.00)		
			27.00			Average speed per hour		28.70		

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward	FROM SAN FRANCISCO							TOW. S. FRAN.		Westward
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS 320 Way Freight Leave Daily Ex. Sunday	FIRST CLASS 148 Fresno Friant Passenger Leave Daily	FIRST CLASS 146 Fresno Friant Passenger Leave Daily	Distance from San Francisco		Time Table No. 135 November 14, 1920. STATIONS	Distance from Friant	FIRST CLASS 147 Friant Fresno Passenger Arrive Daily	FIRST CLASS 149 Friant Fresno Passenger Arrive Daily	THIRD CLASS 321 Way Freight Arrive Daily Ex. Sunday
YardWFTOPY	6.30AM	4.00PM	8.00AM	205.5	DN-R	**FRESNO**	24.4	s 10.55AM	s 6.55PM	12.30PM
						1.6				
I				207.1		A. T. & S. F. CROSSING	22.8			
						0.9				
				208.0		EAST FRESNO	21.9			
						1.4				
	6.50	f 4.15	f 8.15	209.4		BARTON (Spur)	20.5	f 10.41	f 6.41	12.05PM
						2.2				
				211.6		GRANZ (Spur)	18.3			
						0.2				
	7.00	f 4.21	f 8.21	211.8		MALTERMORO (Spur)	18.1	f 10.35	f 6.35	11.55AM
						0.3				
				212.1		NAVIN	17.8			
						0.8				
	7.05	f 4.24	f 8.24	212.9		LAS PALMAS	17.0	f 10.32	f 6.32	11.45
						0.3				
				213.2		FRESNO INTERURBAN RY. CROSSING	16.7			
						0.4				
	7.11	f 4.27	f 8.27	213.6		EGGERS (Spur)	16.3	f 10.29	f 6.29	11.40
						0.3				
				213.9		VANRIS	16.0			
						1.0				
	7.17	f 4.32	f 8.32	214.9		TARPEY	15.0	f 10.24	f 6.24	11.30
						1.2				
	7.23	f 4.36	f 8.36	216.1		MELVIN	13.8	f 10.20	f 6.20	11.20
						1.3				
W	7.40	s 4.40	s 8.40	217.4	D	CLOVIS	12.5	s 10.16	s 6.16	11.12
						1.1				
	7.48	f 4.44	f 8.44	218.5		GLORIETTA	11.4	f 10.12	f 6.12	10.45
						2.4				
				220.9		SETCH	9.0			
						2.0				
28	8.06	f 4.58	f 8.58	222.9		GORDON	7.0	f 9.58	f 5.58	10.25
						0.7				
	8.15	s 5.01	s 9.01	223.6		EL PRADO	6.3	s 9.55	s 5.55	10.20
						1.2				
		f	f	224.8		BURKHEAD	5.1	f	f	
						5.1				
T	8.45AM	s 5.25PM	s 9.25AM	229.9	D-R	**FRIANT**	0.0	9.30AM	5.30PM	9.45AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(24.4)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.15)	(1.25)	(1.25)			Time over District		(1.25)	(1.25)	(2.45)
	10.84	17.22	17.22			Average speed per hour		17.22	17.22	8.87

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward	FROM SAN FRANCISCO							TOW. S. FRAN.	Westward	
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		324 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 135 November 14, 1920. STATIONS	Distance from Stratford	THIRD CLASS 323 Mixed Arrive Daily Ex. Sunday		
Y			12.50PM	244.1	DR	**STRATFORD**	0.0	s 12.20PM		
						2.5				
64			f 1.05	241.6		MARSALA	2.5	f 12.10		
						1.7				
52			f 1.15	239.9		CUNEO	4.2	f 12.01PM		
						3.4				
75Y			s 1.30	236.5	R	**ROSSI**	7.6	11.45AM		
			Arrive Daily Ex. Sunday			(7.6)		Leave Daily Ex. Sunday		
			(0.40)			Time over District		(0.35)		
			11.40			Average speed per hour		13.03		

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 146 is superior to No. 147; No. 148 to No. 149; and No. 320 to No. 321.

FRESNO AND BAKERSFIELD SUBDIVISION

FROM SAN FRANCISCO

Eastward

Time Table No. 135

November 14, 1920.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations	THIRD CLASS			FIRST CLASS											Distance from San Francisco		STATIONS
	324	246	250	512	88	510	62	64	508	154	312	96	504	92			
	Mixed	Kerman Porterville Mixed	Coalinga Armona Way Freight	Visalia Electric Passenger	Coalinga Porterville Passenger	Visalia Electric Passenger	Goshen Jct. Porterville Passenger	Armona Goshen Jct. Passenger	Visalia Electric Passenger	Fresno Ingle Goshen Jct. Passenger	Alcalde Coalinga Passenger	Coalinga Exeter Porterville Passenger	Visalia Electric Passenger	Fresno Visalia Passenger			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Only	Leave Daily	Leave Daily	Leave Daily			
24 T											12.45PM				273.3	R	**ALCALDE** 1.2
															272.1		LE ROY 2.2
															269.9		CRUMP (Spur) 1.5
85 YP			5.00AM		5.50PM						s 1.10PM	7.40AM			268.4	D-R	**COALINGA** 1.7
F			5.10		f 5.53							f 7.45			266.7		ORA 6.7
			5.30		f 6.05							f 7.57			260.0		TURK 7.3
49			6.00		s 6.18							s 8.10			252.7	D	HURON 6.6
61			6.25		s 6.30							s 8.20			246.1		WESTHAVEN 6.7
			6.50		f 6.42							f 8.31			239.4		LETHENT 2.9
75 Y	1.31PM		7.05		f 6.47							f 8.36			236.5	R	**ROSSI** 1.1
					f							f			235.4		HEINLEN (Spur) 1.5
80 O	f 1.40		8.42		s 6.55							s 8.42			233.9	D	LEMOORE 2.7
					f							f			231.2		ORION (Spur) 2.1
East 39 West 47 WYP	s 1.55PM	10.35AM	9.00 10.00		s 7.05			3.28PM		2.00PM		s 8.50			229.1	D-R	**ARMONA** 3.1
I															232.2		A. T. & S. F. CROSSING 0.3
63		s 10.50	10.15 11.20		s 7.20			s 3.38		s 2.15		s 9.00			232.5	D	**HANFORD** 5.1
64		11.05	11.55AM		f 7.28			3.46		f 2.25		f 9.10			237.6		REMNOY 7.7
102 WFY		s 11.30AM	1.00PM		s 7.45 8.27		4.15PM	s 3.57PM		s 2.40PM		s 9.25 9.55		8.20AM	245.3	DN-R	**GOSHEN JCT.** 3.7
												f			249.0		FAXON (No Siding) 1.5
															250.5		JACOBS (Spur) 2.1
24															252.6		WEST VISALIA 0.5
38		s 12.05PM		10.15PM	s 8.47	6.05PM	s 4.35		2.56PM			s 10.15	8.40AM	s 8.40AM	253.1	D-R	**VISALIA** 0.1
															253.2		A. T. & S. F. CROSSING 2.0
		12.15		f 10.23	8.54	f 6.13	4.43		f 3.04			10.24	f 8.47		255.2		AMBLER (Spur) 2.1
															257.3		RECTOR 1.7
16		f 12.25		s 10.29	f 8.59	s 6.19	f 4.48		s 3.10			f 10.30	s 8.53		259.0	D	FARMERSVILLE 1.2
		12.28		f 10.32	9.02	f 6.22	4.51		f 3.13			10.33	f 8.56		260.2		GIANT OAK 0.9
		12.30		f 10.34		f 6.24			f 3.15			10.35	f 8.58		261.1		LUNA 2.1
67 YWO		s 12.40PM		s 10.40PM	s 9.09PM	s 6.30PM	s 4.59PM		s 3.21PM			s 10.42AM	s 9.05AM		263.2	DN-R	**EXETER**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily			(78. ?)
	(0.24 18 50	(2.05) 16.30	(8.00) 6.93	(0.25) 24.24	(3.19) 22.08	(0 25) 24.24	(0.44) 24.36	(0.40) 24.30	(0.25) 24.24	(0.40) 24.30	(0.25) 11.75	(3.02) 24.14	(0.25) 24.24	(0 20) 23.40			....Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 92 is superior to No. 85; No. 154 to No. 63.; No. 64 to 153.

Visalia Electric Schedules originate and terminate at the east end of jail track at Visalia Passenger Station and their time at Visalia must be considered as applying at that point.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 135

November 14, 1920.

			FIRST CLASS												THIRD CLASS		
		Distance from Exeter	503	85	311	507	51	63	61	153	509	97	511	87	249	245	323
			Visalia Electric Passenger	Visalia Coalinga Passenger	Coalinga Alcalde Passenger	Visalia Electric Passenger	Bakersfield San Francisco Passenger	Goshen Jct. Armona Passenger	Porterville Goshen Jct. Passenger	Goshen Jct. Ingle Fresno Passenger	Visalia Electric Passenger	Porterville Coalinga Passenger	Visalia Electric Passenger	Oil Fields Passenger	Armona Coalinga Way Freight	Porterville Kerman Mixed	Mixed
	STATIONS		Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
R	ALCALDE	78.3			s 12.40PM												
	1.2																
	LE ROY	77.1															
	2.2																
	CRUMP (Spur)	74.9															
	1.5																
D-R	COALINGA	73.4		s 12.05PM	12.15PM							s 10.15PM			1.00PM		
	1.7																
	ORA	71.7		f 11.58AM								f 10.10			12.45		
	6.7																
	TURK	65.0		f 11.40								f 10.00			12.15PM		
	7.3																
D	HURON	57.7		s 11.25								s 9.48			11.45AM		
	6.6																
D	WESTHAVEN	51.1		s 11.11								s 9.37			11.11		
	6.7																
	LETHENT	44.4		f 10.58								f 9.27			10.30		
	2.9																
R	ROSSI	41.5		f 10.53								s 9.21			10.15		s 11.44AM
	1.1																
	HEINLEN (Spur)	40.4		f 10.50								f 9.18			10.05		
	1.5																
D	LEMOORE	38.9		s 10.46								s 9.15			10.00		f 11.35
	2.7																
	ORION (Spur)	36.2		f								f					
	2.1																
D-R	ARMONA	34.1		s 10.35				s 3.18PM		s 4.50PM		s 9.05			9.00 7.15	s 11.05AM	11.15AM
	3.1																
	A. T. & S. F. CROSSING	31.0															
	0.3																
D	HANFORD	30.7		s 10.25				s 3.08		s 4.40		s 8.55			7.00	s 10.50	
	5.1																
	REMNOY	25.6		f 10.10				2.58		f 4.25		f 8.45			5.30	f 10.30	
	7.7																
DN-R	GOSHEN JCT.	17.9		9.55 s 9.25			s 2.40PM	2.45PM	s 4.00PM	s 4.10PM		8.30 s 7.45		s 10.35PM	5.00AM	10.10 s 9.50	
	3.7																
	FAXON (No siding)	14.2															
	1.5																
	JACOBS (Spur)	12.7															
	2.1																
	WEST VISALIA	10.6															
	0.5																
D-R	VISALIA	10.1	s 8.30AM	9.05AM		s 1.30PM	s 2.18		s 3.45		s 6.00PM	s 7.25	s 8.00PM	s 10.15		s 9.30	
	0.1																
	A. T. & S. F. CROSSING	10.0															
	2.0																
	AMBLER (Spur)	8.0	f 8.22			f 1.22	2.06		3.37		f 5.52	7.17	f 7.52	10.01		9.23	
	2.1																
	RECTOR	5.9															
	1.7																
D	FARMERSVILLE	4.2	s 8.16			s 1.16	f 2.00		f 3.31		s 5.46	s 7.11	s 7.46	9.54		f 9.15	
	1.2																
	GIANT OAK	3.0	f 8.13			f 1.13	1.57		3.28		f 5.43	f 7.08	f 7.43	9.51		9.12	
	0.9																
	LUNA	2.1	f 8.11			f 1.11					f 5.41		f 7.41	9.49			
	2.1																
DN-R	EXETER	0.0	8.05AM			1.05PM	1.50PM		3.21PM		5.35PM	7.01PM	7.35PM	9.43PM		9.05AM	
	(78.3)		Leave Daily	Leave Daily	Leave Wed. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District		(0.25)	(3.00)	(0.25)	(0.25)	(0.40)	(0.33)	(0.39)	(0.40)	(0.25)	(3.14)	(0.25)	(0.52)	(8.00)	(2.00)	(0.29)
	Average speed per hour		24.24	21.01	11.75	24.24	26.85	29.45	27.54	24.30	24.24	22.13	24.24	20.65	6.93	17.13	15.31

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 92 is superior to No. 85; No. 154 to No. 63; No. 64 to No. 153.

Visalia Electric Schedules originate and terminate at the east end of jail track at Visalia passenger station, and their time at Visalia must be considered as applying at that point.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

Time Table No. 135

November 14, 1920.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS 150 Ingle Armona Mixed Leave Daily Ex. Sunday	THIRD CLASS 246 Kerman Porterville Mixed Leave Daily Ex. Sunday	FIRST CLASS 154 Fresno Ingle Goshen Jct. Passenger Leave Daily	Distance from San Francisco		STATIONS	Distance from Armona	FIRST CLASS 153 Goshen Jct. Ingle Fresno Passenger Arrive Daily	THIRD CLASS 151 Armona Ingle Mixed Arrive Daily Ex. Sunday	THIRD CLASS 245 Porterville Kerman Mixed Arrive Daily Ex. Sunday
73 WYP		8.00AM		193.0	DN-R	**KERMAN** 6.7	36.1			4.10PM
69		f 8.20		199.7		MCMULLIN 5.4	29.4			f 3.50
48		f 8.40		205.1	D	RAISIN CITY 5.6	24.0			f 3.35
58		f 9.00		210.7	D	CARUTHERS 6.1	18.4			f 3.20
48 W		f 9.25		216.8		CANDO 3.5	12.3			f 3.00
				220.3		LATON & WESTERN RY. CROSSING 0.3	8.8			
50		f 9.35		220.6		LILLIS 2.4	8.5			f 2.50
	10.50AM	s 9.50	1.40PM	223.0	D-R	**HARDWICK** 2.3	6.1	s 5.09PM	s 11.55AM	f 2.40
	f 10.58	f 9.56	f 1.47	225.3		KIMBLE 3.8	3.8	f 5.04	f 11.45	f 2.25
47 WYP	s 11.10AM	s 10.04AM	s 1.55PM	229.1	D-R	**ARMONA**	0.0	4.55PM	11.35AM	2.15PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(36.1)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.20) 18.30	(2.04) 17.46	(0.15) 24.40			............Time over District............ ....Average speed per hour............		(0.14) 26.14	(0.20) 18.30	(1.55) 18.83

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 246 and No. 150 are superior to Nos. 151 and 245.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

Time Table No. 135

November 14, 1920.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS 150 Ingle Armona Mixed Leave Daily Ex. Sunday	FIRST CLASS 154 Fresno Ingle Goshen Jct. Passenger Leave Daily	Distance from San Francisco		STATIONS		Distance from Hardwick	FIRST CLASS 153 Goshen Jct. Ingle Fresno Passenger Arrive Daily	THIRD CLASS 151 Armona Ingle Mixed Arrive Daily Ex. Sunday
Y	7.45AM	11.55AM	181.9	R	**INGLE** 5.3		42.8	s 6.55PM	s 3.05PM
	s 8.10	s 12.10PM	187.2	D	TRANQUILITY 4.5		37.0	s 6.40	s 2.40
70	s 8.35	s 12.20	191.7	D	SAN JOAQUIN 3.2		32.5	s 6.30	s 2.21
	f 8.45	f 12.27	194.9		CALDWELL 3.8		29.3	f 6.22	f 2.11
			198.7		NARES 0.3	(Spur)	25.5		
	f 9.05	f 12.36	199.0	D	HELM 7.2		25.2	f 6.12	f 1.59
	s 9.30	s 12.52	206.2		BURREL 3.2		18.0	s 5.57	s 1.37
	f 9.40	f 12.58	209.4		BENDER 5.2		14.8	f 5.51	f 1.27
	s 10.00	s 1.12	214.6		RIVERDALE 2.6		9.6	s 5.39	s 1.12
	f 10.10	f 1.18	217.2		ROBINSON 2.0	(Spur)	7.0	f 5.31	f 12.35
	f 10.20	f 1.23	219.2		HUB 1.8	(Spur)	5.0	f 5.26	f 12.25
			221.0		LATON & WESTERN RY. CROSSING 0.8		3.2		
	f 10.35	f 1.31	221.8		LYNN 1.7	(Spur)	2.4	f 5.18	f 12.15
			223.5		HASSET 0.7	(Spur)	0.7		
	s 10.45AM	s 1.39PM	224.2	D-R	**HARDWICK**		0.0	5.10PM	12.05PM
	Arrive Daily Ex. Sunday	Arrive Daily			(42.3)			Leave Daily	Leave Daily Ex. Sunday
	(3.00) 14.10	(1.44) 24.40			..........Time over District.......... ....Average speed per hour........			(1.45) 24.17	(3.00) 14.10

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 150 is superior to No. 151.

SUNSET RAILWAY.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward		FROM S. FRANCISCO					Time Table No. 135 November 14, 1920.			TOW. S. FRAN.		Westward
Length of sidings in feet, and location of Scales, Fuel, Water, Turning and Telephone Stations.		SECOND CLASS	FIRST CLASS		Distance from San Francisco		STATIONS		Distance from Gosford	FIRST CLASS		THIRD CLASS
		204 Sunset Way Freight	82 Passenger	86 Oil Fields Passenger						79 Passenger	87 Oil Fields Passenger	205 Sunset Way Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
59	PY	2.40AM		12.50PM	322.6	DR	**GOSFORD**	3.0	0.0		s 5.47PM	10.40AM
				f 12.55	325.6		BANNISTER (Spur)	1.8	3.0		f 5.40	10.25
65		3.00		f 12.59	327.4		ARTWELL	5.2	4.8		f 5.37	10.14
54 30	P	3.40		f 1.07	332.6		CONNER	4.6	10.0		f 5.27	9.25
55	WP	4.15		s 1.19	337.2		MILLUX	2.2	14.6		s 5.16	9.00
				f	339.4		LEVEE (Spur)	4.5	16.8		f	
65	P	5.00		1.32	343.9		KYAN	0.6	21.3		5.00	8.13
		5.05		f 1.34	344.5		SAN EMIDIO (Spur)	5.8	21.9		f 4.59	8.10
52 77	PY	5.30	s 4.18PM	s 1.43	350.3	R	**PENTLAND**	0.8	27.7	s 2.07PM	s 4.47	7.40
3					351.1		BRONCO OIL CO. (Spur)	1.8	28.5			
35 26	YP	5.45	f 4.25	f 1.49	352.9		HAZELTON	1.0	30.3	f 2.01	f 4.39	7.15
					353.9		ANACONDA (Spur)	0.1	31.3			
					354.0		SNOOKS (Spur)	0.1	31.4			
.8					354.1		CALIF. NATL. SUPPLY CO.	0.1	31.5			
					354.2		NEW CENTER OIL CO.	0.1	31.6			
					354.3		FULTON OIL CO. (Spur)	0.1	31.7			
					354.4		NATIONAL SUPPLY CO. (Spur)	0.3	31.8			
23	P	6.00AM	s 4.30PM	s 1.53PM	354.7	DR	**MARICOPA**	0.8	32.1	1.57PM	4.35PM	7.00AM
					355.5		**END OF TRACK**		32.9			
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(32.9)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(3.20)	(0.12)	(1.03)			Time over District			(0.10)	(1.12)	(3.40)
		9.63	21.50	30.57			Average speed per hour			25.80	26 75	8.75

Eastward		FROM S. FRANCISCO				Time Table No. 135 November 14, 1920.			TOW. S. FRAN.	Westward
Length of sidings in feet, and location of Scales, Fuel, Water, Turning and Telephone Stations.		THIRD CLASS	FIRST CLASS	Distance from San Francisco		STATIONS		Distance from Pentland.	FIRST CLASS	THIRD CLASS
			186 Passenger						187 Passenger	
			Leave Daily						Arrive Daily	
36	PY		2.08PM	350.3	R	**PENTLAND**	1.2	0.0	s 4.18PM	
				351.5		NIBO	0.2	1.2		
				351.7		EL DORA	0.2	1.4		
				351.9		RANZA	0.5	1.6		
18			f 2.14	352.5		KERTO	0.5	2.2	f 4.13	
				353.0		WELCO (Spur)	0.2	2.7		
				353.2		LIO (Spur)	0.6	2.9		
14				353.8		WINOIL	0.3	3.5		
				354.1		COPEN (Spur)	0.5	3.8		
	P		f 2.20	354.6		SIGNA	0.9	4.3	f 4.09	
				355.5		E. E. JONES (Spur)	0.5	5.2		
				356.0		MILLIFF	1.6	5.7		
				357.6		RICHFIELD	0.6	7.3		
				358.2		LOWRY	0.9	7.9		
53	P		s 2.35 2.44	359.1		**TAFT**	0.7	8.8	s 4.00	
65				359.8		KELSEY	0.3	9.5		
				360.1		EQUITABLE (Spur)	0.3	9.8		
				360.4		SANBEN (Spur)	0.3	10.1		
				360.7		MILSO (Spur)	0.8	10.4		
				361.5		CHANSLOR	0.9	11.2		
				362.4		NOAL (Spur)	0.2	12.1		
				362.6		CANFIELD (Spur)	0.4	12.3		
			f 2.57	363.0		MIDOIL	0.6	12.7	f 3.45	
				363.6		WALREN (Spur)	0.4	13.3		
				364.0		PREMIER	0.4	13.7		
			f 3.04	364.4		K. T. O. CO.	0.2	14.1	f 3.43	
				364.6		C. O. M. O. CO.	0.4	14.3		
28	P		s 3.06	365.0		FELLOWS	0.4	14.7	s 3.41	
				365.4		MONMOUTH	0.2	15.1		
			f 3.08	365.6		VERNETTE	0.2	15.3	f 3.39	
				365.8		SUPPLICO	0.4	15.5		
				366.2		A. O. F. CO.	0.2	15.9		
				366.4		VISALIA MIDWAY	0.3	16.1		
				366.7		RECOVERY	0.7	16.4		
	Y		s 3.15PM	367.4	R	**SHALE**		17.1	3.35PM	
			Arrive Daily			(17.1)			Leave Daily	
			(1.07)			Time over District			(0.43)	
			15 31			Average speed per hour			23.86	

SPECIAL INSTRUCTIONS.

1. At Pentland, normal position of switch will be for the Gosford-Taft main track.
2. There is a spring derailer in main track 900 feet west of west switch at Taft.
3. Trains will not exceed the following speed in miles per hour over districts as listed below:

BETWEEN	PASSENGER	FREIGHT	TRAINS WITH LARGE LOADED OIL CARS
Gosford and Pentland	40	25	25
Pentland and End of Track	30	18	18
Pentland and Chanslor	40	25	25
Chanslor and Shale	30	18	18

4. Between east switch long siding Taft and derailer in main track west of Taft, passenger trains will not exceed speed of 15 miles per hour and freight trains 10 miles per hour.

Westward trains are superior to trains of the same class in opposite direction. Exceptions: No. 86 is superior to No. 79, No. 82 to No. 87 and No. 186 to No. 187.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward From San Fran.		Time Table No. 135 November 14, 1920.		Toward San Fran. Westward
Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.	Distance from San Francisco		STATIONS	Distance from Ainrof
Y	308.6		**OIL JCT.** 0.3	5.7
	308.9		STORAGE TRACKS 1.1	5.4
	310.0		BOAZ 0.5	4.3
34	310.5	D	WAITS 0.6	3.8
	311.1		SEGURO 0.5	3.2
	311.6		MALTHA 0.4	2.7
	312.0		VOLCAN 0.2	2.3
	312.2		LA SOLAS 0.2	2.1
	312.4		OMENA 0.3	1.9
	312.7		ADIOS (Spur) 0.1	1.6
	312.8		CESARO (Spur) 0.2	1.5
	313.0		**TREADWELL JCT.** 0.1	1.3
	313.1		EBIGMO (Spur) 0.3	1.2
	313.4		PENTOL 0.3	0.9
29 Y	313.7		OIL CITY 0.6	0.6
	314.3	R	**AINROF** (Spur) (5.7)	0.0

.......................Time over District.......................
.......................Average speed per hour.......................

Note.—Oil Jct. to Ainrof operated as part of Bakersfield yard.

Eastward From San Fran.		Time Table No. 135 November 14, 1920.	Toward San Fran. Westward
Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.	Distance from San Francisco	STATIONS	Distance from Porque
	313.0	**TREADWELL JCT.** 0.2	2.4
	313.2	KINROSS (Spur) 0.3	2.2
	313.5	AMIGO (Spur) 0.2	1.9
	313.7	ARMIGUS (Spur) 0.2	1.7
	313.9	KINSALE (Spur) 0.1	1.5
	314.0	FORFAR (Spur) 0.2	1.4
	314.2	DERWENT (Spur) 0.5	1.2
	314.7	CUANDO (Spur) 0.3	0.7
	315.0	TUBIG (Spur) 0.2	0.4
	315.2	HAYNAN (No siding) 0.1	0.2
	315.3	CERTINA (Spur) 0.1	0.1
	315.4	**PORQUE** (Spur) (2.4)	0.0

.......................Time over District.......................
.......................Average speed per hour.......................

Note—Treadwell Jct. to Porque operated as part of Bakersfield yard.

Eastward	From San Francisco					Time Table No. 135 November 14, 1920.		Toward San Fran. Westward		
	SECOND CLASS		FIRST CLASS					FIRST CLASS	THIRD CLASS	
Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.	306 Bakersfield Olig Mixed Leave Daily Ex. Sunday	204 Sunset Way Freight Leave Daily Ex. Sunday	86 Oil Fields Passenger Leave Daily	Distance from San Francisco		STATIONS	Distance from Olig	87 Oil Fields Passenger Arrive Daily	205 Sunset Way Freight Arrive Daily Ex. Sunday	307 Olig Bakersfield Mixed Arrive Daily Ex. Sunday
I	7.05AM	2.00AM	12.28PM	313.6	DN-R	**KERN JCT.** 0.5	49.1	6.07PM	11.20AM	2.37PM
				314.1		PARSONS 1.0	48.6			
				315.1		PAC. SMELTING 0.2	47.6			
				315.3		BAKERSFIELD CORRALS 1.4	47.4			
				316.7		STRADER (Spur) 2.1	46.0			
52 P	f 7.20	2.20	f12.40	318.8		WIBLE ORCHARD 1.7	43.9	f 5.54	11.00	f 2.20
				320.5		VENOLA Spur) 2.1	42.2			
63 PY	s 7.35	2.35AM	s 12.48PM	322.6	D-R	**GOSFORD** 5.8	40.1	5.47PM	10.45AM	s 2.00
54 WP	f 7.50			328.4		STEVENS 2.3	34.3			f 1.35
	f			330.7		STRAND (Spur) 1.2	32.0			f
				331.9		MARCO 3.2	30.8			
	f 8.10			335.1		RIO BRAVO 7.7	27.6			f 1.15
	f 8.30			342.8		BOWERBANK 2.6	19.9			f12.55
	f			345.4		KILOWATT 0.9	17.3			f
101 P	s 8.45			346.3	D	BUTTONWILLOW 2.5	16.4			s12.45
				348.8		USHER (Spur) 1.7	13.9			
73 WP	f 8.55			350.5		LOKERN 8.9	12.2			f12.15PM
	9.25			359.4		ASPHALTO 1.2	3.3			11.35AM
36 PY	s 9.50			360.6	D-R	**McKITTRICK** 2.1	2.1			s11.30
	s10.05AM			362.7	R	**OLIG** (49.1)	0.0			10.20AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily					Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(3.00) 16.37	(0.35) 15.43	(0.20) 27.00			.......Time over District....... ....Average speed per hour.......		(0.20) 27.00	(0.35) 15.43	(4.17) 11.46

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

Extra Trains may pass, or run ahead of second and third class trains without receiving an order to do so.

1.

STANDARD CLOCKS.

Fresno Round House
Fresno Telegraph Office
Goshen Junction
Coalinga
Exeter.
Porterville—Olive St.
Bakersfield—Dispatcher's Office
Bakersfield—Round House
Oil Jct.
Ducor
Kern Junction
Mojave
Palmdale

2.

WATCH INSPECTORS.

Webb C. Ball,	General Time Inspector,	San Francisco.
D. L. McCarthy,	Local Inspector,	Fresno.
Hanford Jewelry Co.,	Local Inspectors,	Hanford.
G. D. Davidson Co., Entire Division,	Local Inspectors,	Los Angeles.
Henry Caseriel,	Local Inspector,	Coalinga.
Smith Bros.,	Local Inspectors,	Visalia.
R. A. Hubler,	Local Inspector,	Porterville.
H. Oppliger,	Local Inspector,	Bakersfield.
Newton Moore,	Local Inspector,	Los Angeles.

3.

BULLETIN BOARDS.

Fresno
Goshen Junction
Kerman
Los Angeles Round House
Coalinga
Porterville—Olive St.
Bakersfield
Los Angeles
Mojave
Saugus
River Station
Exeter.
Ducor
Oil Jct.
Taft
Owenyo
Palmdale

4.

CLEARANCES.

Rule 83A will not apply at stations not telegraph offices, or where offices are closed.

(A) A train must not leave McKittrick or Coalinga without a clearance card (Form No. 2643).

(B) Trains to and from the Hardwick-Ingle line at Hardwick must obtain a clearance card when an operator is on duty.

(C) Trains running via Hanford and Visalia lines must obtain a clearance card before leaving Goshen Junction.

5.

REGISTERING.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register by ticket as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

(A) Helper engineers of Santa Fe freight trains on joint track, will accept from conductors, information on prescribed form, showing the numbers of all superior trains that have arrived and left.

Exceptions.

(B) Oil Jct.	Only trains originating and terminating. Operator Oil Jct. will report arrival and departure of trains terminating and originating to operator Kern Jct., who will enter same on proper register and both operators will be held responsible for correct transmission of same.
Ducor	Only trains originating and terminating.
Rossi	Third class trains only.
Famoso	Only trains to and from the Porterville line will register.
Bakersfield	Operator Bakersfield will report arrival of eastward trains by telegraph to operator Kern Junction, who will enter same on his register and both operators will be held responsible for the correct transmission of same.
Kern Junction	Arrival and departure of Santa Fe first-class trains will be telegraphed to operator at Bakersfield, who will enter same on register and both operators will be held responsible for correct transmission of same.
Lancaster	Only extras originating and terminating will register.
Palmdale	Only extras originating and terminating will register.
Techachapi	Only second-class, third-class and extra trains will register.

(C) **Trains will Register by Form 2642 as follows:**

Goshen Junction	25, 26, 59, 60.
Kern Junction	S. P. passenger trains and westward Santa Fe trains.

6.

TRAIN AND AIR INSPECTION.

Freight trains descending grade will stop 10 minutes, at following points, to allow trainmen to make thorough inspection of wheels and running gear of train:

Between Bakersfield and Mojave	Bealville, Woodford, Marcel, Warren. Eastward freight trains handling P. F. E. and S. F. R. D. cars will make stops at Larose and Fram in addition.
Between Mojave and Saugus	Ravenna, Lang.
Bakersfield-McKittrick Line	Between Mile Posts 357 and 358.
Mojave-Owengo Line	Little Lake, Teagle, Goler.

Engines running light descending grades 1½% or over will stop at regular inspection points sufficient length of time for engineman to ascertain if tires and machinery are in satisfactory condition.

Between other points after a continuous run of 30 miles.

Exceptions.

Bakersfield to Delano, 32 miles; Delano to Goshen Jct, 41 miles; Goshen Jct. to Fresno, 34 miles, without stopping to inspect train as per Rule 820 provided that in judgment of conductor and engineer condition of train will permit. Same exception will also prevail in opposite direction.

(A) Engines of freight trains cut off to take water when coupled to more than 20 cars.

(B) Engineers will not make running air tests over puzzle switches and bridges.

(C) In cases where there is question as to ability of engineers to hold trains on grades to proper speed, or make necessary stops, by use of air, conductor will see that sufficient hand brakes are set at summit of grade to insure proper handling of train. In setting hand brakes, each alternate brake should be set, beginning at head end and working toward rear. Hand brakes should not be permitted to remain set a sufficient time to cause heating, but should be released and those on alternate car set, change being made in this manner as often as necessary. In releasing hand brakes those to rear of train must be released first. When engineer requests assistance in handling of trains on grades, conductors will see that action is taken at once to render such assistance.

(D) That proper inspection of running gear may be made by trainmen, in accordance with Rule 824 and permit of their boarding train, freight trains must not exceed a speed of eight miles per hour when entering or pulling out of siding or leaving station.

(E) Rear end test between terminals as prescribed by Rule 17 of Rules and Regulations Governing Care and Operation of Air Brakes, etc., effective May 1, 1915, is required as follows:

For all trains wherever brake pipe has been parted.

Westward passenger trains stopping at Vincent and Tehachapi. Those not stopping must make running test.

Eastward passenger trains stopping at Tehachapi and Vincent. Those not stopping must make running test.

Westward freight trains at Vincent, Summit and Tehachapi. Those making tests at Summit need not make it at Tehachapi unless stopped for other cause.

Eastward freight trains at Summit and Vincent.

(F) In freight trains where helpers are coupled in rear of train, the last helper engineer to make coupling after brake pipe has been parted will sound one blast of the whistle for air test and the head engineer will, after charging up brake pipe, place his valve on lap and repeat the signal, **rear brakeman not opening angle cock at rear end until brake pipe has been recharged and leading engineer has sounded signal for the test. Other engineers in train must not whistle off until air test has been made.**

(G) When train is ready to go, engineer handling the air will wait sufficient time to allow air to equalize and will then sound two long blasts of the steam whistle, helpers if ready to go will answer with whistle in the usual manner, in order as they stand in train and will use throttles to hold slack.

(H) When helper engines have cut off at any point to take water, or for any other reason, in doubling up, enginemen of such engines will make deduction in train line pressure, if necessary, to allow leading engineer to equalize train line pressure.

(I) Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal list showing tonnage of each car in train. **Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.**

(J) When taking siding to meet an opposing train, trainmen should station themselves where they can inspect running gear of the train passing, giving stop signals to them if any defect noticed, brakemen on opposing train watching for stop signals. (See Rule 861.)

(K) Pay close attention to clearance of steam shovels, derricks, machinery, etc., on flat cars, to see that clearance limits in published schedules of clearance is not exceeded, to avoid accidents passing through overhead structures or tunnels.

(L) The maximum tonnage rating per operative brake of 115 Ms. on both east and west side of Techachapi Mountain and 120 Ms. eastward from Mojave to Saugus, must be strictly observed. Oil cars equipped with latest Westinghouse empty and loaded brake device will permit the handling of 150 Ms. per operative brake.

Steam Heat.

(M) Rear brakeman will open valve on rear of steam line and steam will be shut off of same on engine at the following points:

Mojave—Eastward and westward trains, mile board.
Bakersfield—Westward trains, east switch (old yard).
Bakersfield—Eastward trains, east switch Nome.
Goshen Jct.—Eastward and westward trains, mile board.
Fresno—Westward trains, Ice House.
Fresno—Eastward trains, junction east and west side line, Stockton Division.
At other points—Mile board.

(N) When steam hose is recoupled between engine and train not less than 90 lbs. of steam must be turned back. When line is fully charged pressure will be reduced to 40 lbs. for 8 cars and 5 lbs. additional for each car over 8.

7.

USE OF RETAINERS.

Pressure retaining valves on locomotive tenders must be used on all descending mountain grades.

(A) Retainers will be used on passenger trains on grades as follows:

EASTWARD TRAINS:—From Cameron to Mojave—All retainers.

WESTWARD TRAINS:—From Vincent to Harold—Necessary retainers.
From Tehachapi to Caliente—All retainers.

(B) On freight trains, retainers will be used on grades in accordance with Rule 54 of "Rules and Regulations Governing Air Brakes, Etc., effective May 1, 1915," as follows:

EASTWARD TRAINS:—From Cameron to Mojave.
From Vincent to Lang.

WESTWARD TRAINS:—From Vincent to Harold.
From Tehachapi to Caliente.
From McKittrick to Lokern.
From Mabel to Linnie.
From Searles to Garlock.

(C) Retainers will be used on other trains and under other conditions where in judgment of the engine and train crew it is deemed necessary to vary from the above rules.

(D) Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.

(E) The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided.

(F) Retainers on eastward freight trains entering Mojave yard must not be turned down until it is known positively that train is under control and almost stopped.

8. HELPERS.

(A) Helpers on freight and passenger trains will cut out at Vincent, if not otherwise instructed.

(B) Helper engines cut out at Summit and ordered through to Mojave should precede train from Summit, unless otherwise instructed.

(C) When a helper engine is to be coupled into a train copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train.

If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station, and copy of clearance card must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

(D) In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end who will back to point where he is to take water. After stopping, train will be again cut ahead of following helper, which in turn will back to water spout.

9. Helper engines between Tehachapi and Summit will be governed by following:

(A) Operator at Tehachapi will have a staff, and will deliver same to eastward trains having helpers to return from Summit, except as provided in Sections D, E and F.

Conductors of trains stopping at Tehachapi and requiring staff will personally procure same and deliver to leading helper engineer, personally notifying engineer handling train that he has done so.

For trains authorized to register by Form 2642, having helpers to return from Summit, operator will deliver staff to leading helper engineer and will hand to conductor and all other engineers in train, a clearance on which is written ‘‘Staff to Engineer.’’

(B) After receipt of staff train may proceed to Summit, keeping clear of superior trains, providing train has also been cleared as required by the rules and regulations of Operating Department.

(C) After an engineer has in his possession the staff, his engine and all engines at Summit may return coupled to Tehachapi regardless of opposing trains except first class.

(D) As section C provides that helpers are required to clear first-class trains the staff need not be delivered to first-class trains except when such trains have helper to cut out at Summit and there are no helpers at Summit with which it can couple. Helpers when waiting at Summit to clear first-class trains will not leave without ascertaining whether such first-class trains have helpers to couple in with them.

(E) When it is desired to run two or more trains to Summit, before allowing helper of any to return, operator will upon instructions from dispatcher deliver to enginemen and conductors of all such trains, except the last, in place of staff, clearance on which is noted, ‘‘Staff at Tehachapi,’’ provided operator has staff in his possession. Clearance so worded will be sufficient authority for trains to move to Summit as if staff had been received. To last train staff will be given. ‘‘Staff at Tehachapi’’ clearances do not authorize trains to return to Tehachapi. When train receives ‘‘Staff at Tehachapi’’ clearance and is passed at Tehachapi by another train having a helper, the train which is passed will not thereafter proceed without first returning to telegraph office and ascertaining whether the train passing has the staff. If the train passing is given the staff, the train which is passed cannot thereafter proceed until staff is returned, and conductor will personally surrender all clearances to operator.

(F) Staff will not be delivered to trains which have no engines to return from Summit. When there is no helper to return from Summit, ‘‘Staff at Tehachapi’’ clearance will be delivered (except to first-class trains) provided the operator has staff in his possession.

(G) On return to Tehachapi, engineer with staff will personally deliver it to operator without delay.

Trains moving on staff between Summit and Tehachapi will register at Tehachapi in following manner:

In first column: Staff.
Second column: Signals (None) and balance of information as required by register.

In registering out register on separate line in the usual manner.

10. In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

11. AUTOMATIC BLOCK SIGNALS.

Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

ON SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

ON DOUBLE TRACK. A train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

(A) A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(B) When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

(C) When a train which is to take siding at meeting or passing point or to enter terminal yards finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a trainman or switch tender is at the home signal giving proceed signals to indicate switch is open, and may enter siding or receiving track at speed not exceeding six (6) miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

At Mojave, trains entering yard will be governed by the following signals:

(D) WESTWARD TRAINS:—Santa Fe by Hall Signal. Southern Pacific by Signal 3811 (minute block signal).

EASTWARD TRAINS:—Signal 3802 (minute block signal).

Trains arriving at Mojave from N. & C. line must stop before fouling main track regardless of position of derailer or signals received.

When necessary to signal westward trains, Herder will use yellow signal for Southern Pacific trains and green signal for Santa Fe trains. For eastward trains, Herder will use yellow signal.

Freight trains will not enter until signal is given by Herder.

(E) The following automatic block signals, governing trains entering and in yards, will be Minute Block signals.

Mojave:	Nos. 3802, 3805, 3806, 3811.
Tehachapi:	Nos. 3598, 3611.
Bakersfield:	No. 3157.
Goshen Jct.:	Nos. 2388, 2397.

(F) Home signals No. 3805 and No. 3806 (minute block signals), just west of Oil and Water Columns, between main track and siding No. 1, Mojave yard, are placed ‘‘back to back.’’ Signal No. 3805 governing westward trains is located on fireman's side, who will be on lookout for change in position of signal. Helper engines occupying main track must stand just west of these signals to prevent delay to westward trains.

(G) If signals are at stop, wait one minute and then proceed under control not exceeding six miles an hour. In stormy or foggy weather send the flagman ahead immediately and follow the flagman.

(H) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

(I) Signal failures or irreguarities (either action of arm or condition of light) will be reported to chief dispatcher by number from first open telegraph office.

(J) When block signals indicating position of switches are yellow boarded, trains will reduce speed to six miles per hour through station limits until switches are passed.

(K) When the number plate of a home block signal is reversed, showing ‘‘yellow,’’ and signal indicates ‘‘stop,’’ train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

(L) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

(M) On single track in Block Signal limits, Rule 86, second paragraph, is modified as follows: An inferior train will clear the time of first-class trains in the same direction not less than ten (10) minutes.

(N) Within block signal limits, that portion of Rules 86 and D-86 reading ‘‘but must be clear at the time a first-class train, in the same direction, is due to leave the next station in the rear where time is shown’’ is cancelled.

(O) When necessary for trains or engines to cross over from one main track to another, or cross double tracks by crossover switches, five (5) minutes must elapse between the time the switches are thrown and movement actually begun. This in no measure relieves trainmen and enginemen from responsibility of protecting their trains as provided for in the rules, and does not apply in double track territory within the limits of established yards.

12. ‘‘19’’ ORDER.

Within automatic block signal limits, between Fresno and Saugus, the note under Rule 211 is modified as follows:

Form ‘‘19’’ train order may be issued to restrict the superiority of a train, except that form 31 must be used—

(A) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(B) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(C) When issuing an order form ‘‘G,’’ example 3.

(D) When giving any train right over all trains.

(E) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

(F) Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in space provided for. Operator will retain carbon copy of clearance.

(G) Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

(H) When ‘‘19’’ order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.

(I) Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received and the necessity for carefully checking clearance to ascertain positively that it is properly addressed and that orders received are those called for by clearance.

(J) Clearance outside automatic block signal limits must show numbers of all orders (both 31 and 19) and be O. K.'d by dispatcher same as within block signal limits.

(K) Following will govern relative to use of telephone by train and engine crews in handling of train orders and communicating with dispatcher:

(L) There is nothing to prohibit an engineer or conductor from voluntarily making use of telephone for asking dispatcher for train orders.

(M) In case of casualty or unavoidable accident, or act of God, or delay or wreck caused by obstructions of track, collision or other cause, or the failure of block signal, the telephone may be used to communicate with dispatcher and train orders may be sent direct to conductor or engineer.

(N) When a train has been delayed 15 minutes at a blind siding for any cause, conductor will be expected to call up dispatcher on either telephone at siding or with caboose phone. Telephones are located at blind sidings as shown in time table.

(O) The above restrictions as to 15-minute delay do not apply to crews of wrecking or relief trains.

(P) Crews of wrecking trains may report by telephone for orders at stated hours, not exceeding three times per day.

(Q) In sending and repeating train orders by telephone or telegraphone they will be transmitted and repeated as per following example:

Second No. 25 Eng. 3205 wait at Newhall until
Nine fifty 950 P. M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word ‘‘Second’’ and then spell it thus: ‘‘S-e-c-o-n-d’’; pronounce the word ‘‘Number’’ which will be abbreviated by ‘‘No.’’; pronounce the figures 2-5 and follow by spelling each digit, thus ‘‘T-w-o f-i-v-e’’; pronounce the word ‘‘Engine’’ which may be abbreviated in the order as ‘‘Eng’’; pronounce the engine number in figures as ‘‘3-2-0-5’’ then follow by spelling each figure as ‘‘t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e’’; pronounce the words ‘‘wait at,’’ then pronounce the station name and follow by pronouncing each letter of the station name, as ‘‘N-e-w-h-a-l-l’’; pronounce the word ‘‘until’’ then pronounce the time ‘‘950’’ in the usual manner, then follow by spelling each word in the time, as ‘‘n-i-n-e f-i-f-t-y,’’ then pronounce the figures ‘‘9-5-0’’ followed by ‘‘P. M.’’; pronounce the word ‘‘for’’ also ‘‘Extra,’’ then name each figure in the number as ‘‘2-7-5-6’’ followed by spelling, as ‘‘t-w-o s-e-v-e-n f-i-v-e s-i-x,’’ and then pronounce the word ‘‘East.’’

You will note that the words ‘‘Number,’’ ‘‘Wait at,’’ ‘‘for,’’ ‘‘Extra’’ and ‘‘East’’ are merely pronounced and should not be spelled.

13. INTERLOCKING SIGNAL TOWERS.

(A) **Fresno Tower No. 1.**

(A. T. & S. F. Crossing 1.6 miles east of Fresno on Fresno-Friant Line):

For main track, one long sound of whistle (———).

To or from spur track, one long and one short sound of whistle (——— o).

(B) **Fresno Tower No. 2.**

(A. T. & S. F. Crossing 1.5 miles east of Fresno on Fresno-Exeter Line):

For main track, one long sound of whistle (———).

(C) **Calwa Tower.**

(A. T. & S. F. Crossing and double track 0.8 mile east of Calwa):

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long sound of whistle (——— o ———).

Westward trains will sound one long sound of whistle for crossing and for double track (———).

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

(D) **Hanford Tower.**

(A. T. & S. F. Crossing 0.3 mile west of Hanford):

For main track, one long sound of whistle (———).

For crossing through siding, one long, one short and one long sound of whistle (——— o ———).

(E) **Tulare Tower.**

(A. T. & S. F. Crossing 0.3 mile west of Tulare):

For main track, one long sound of whistle (———).

(F) **Kern Junction Tower.**

(A. T. & S. F. Crossing and Bakersfield-McKittrick Line 0.7 mile east of Bakersfield):

For main track, one long sound of whistle (———).

For movement over crossing on siding, one long, one short and one long sound of whistle (——— o ———).

For movement between S. P. and A. T. & S. F. main line, one long and one short sound of whistle (——— o).

For movement between main track and transfer track, one short, one long and one short sound of whistle (o ——— o).

(G) **General.**

For any movement against current of traffic on double track, give one long and one short sound of whistle (——— o).

When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one short and one long sound of whistle should be sounded for the information of the towerman (o ———).

14. RAILROAD CROSSINGS NOT INTERLOCKED.

Lacjac	A. T. & S. F. Ry.
Monson	A. T. & S. F. Ry.
Visalia	A. T. & S. F. Ry.
Lillis	Laton & Western Ry.
Between Hub and Lynn	Laton & Western Ry.
Porterville and Adobe	A. T. & S. F. Ry.

15. At unprotected railroad grade crossings, trains approaching will sound one long blast of steam whistle at proper distance from crossing, while train is running, in accordance with Rule 14 (m). After train has stopped and before passing over such crossing, engineer will sound two short blasts of the steam whistle.

16. SPEED TABLE.

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

17. MAXIMUM SPEED FOR WHCICH LOCOMOTIVES ARE COUNTERBALANCED.

Note.—All locomotives with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

NOTE.—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

SPEED RESTRICTIONS—TRAINS WILL NOT EXCEED

Between—	Miles per Hour Passenger	Miles per Hour Freight
Fresno and Bakersfield	50	35
" " " with large loaded oil cars		35
Bakersfield and ½ mile east of Sivert	50	35
Bena and Sivert westward freight trains		35
½ mile east Sivert and 1 mile west Ilmon	40	30
1 mile west Ilmon and 1 mile west Tehachapi	30	18
1 mile west Tehachapi and 1 mile west Cameron	50	35
1 mile west Cameron and Mojave	45	18
Mojave and Palmdale	50	35
" " " with large loaded oil cars		35
Palmdale and Saugus	30	18
Fresno and Famoso via Sanger and Porterville	45	30
Kerman and Armona	40	35
Ingle and 1 mile west of Riverdale	35	25
1 mile west of Riverdale and Hardwick	25	20
Goshen Junction and Exeter	40	30
Goshen Junction and Armona	50	35
Armona and Crump	40	25
Crump and Alcalde	10	10
Fresno and Friant	20	15
Oil Jct.-Ainrof-Porque Lines (except as noted)		20
" " " (with large loaded oil cars) Days		15
" " " " " " " " Nights		10
Bakersfield and Lokern	40	25
Lokern and Olig (except as noted)	30	20
" " " (with large loaded oil cars) Days		15
" " " " " " " " Nights		10
Rossi and Stratford	15	15
Porterville and Springville	20	15
Mojave and Owenyo	35	25
Between outside switches of yards (outside City Limits):		
Fresno	15	10
Bakersfield, east of Nome	15	10
" west of Nome	35	20
Mojave	15	10
Through City Limits (regulated by Ordinances):		
Clovis	8	8
Fresno	8	8
Selma (between 5 a. m. and 11 p. m.)	10	10
Kingsburg (between 4 a. m. and 11 p. m.)	10	10
Tulare	8	8

SPEED RESTRICTIONS—Continued

	Miles per Hour Passenger	Miles per Hour Freight
Visalia	6	6
Hanford	8	8
Exeter	10	10
Porterville	8	8
Bakersfield	6	6
Fowler	10	10
Over Turnout Switches:		
Kerman (eastward trains)	20	20
Calwa Tower, end of double track (eastward trains)	15	15
Exeter, south leg of Wye connecting with Porterville Line	15	15
All points Santa Fe 900 and 1600 class engines	4	4
" " Consolidation and Mallet engines	10	10
On Sidings:		
When clear of lead on straight track, Santa Fe 900 and 1600 class engines	8	8
Over west leg of Wye at Searles: Consolidation engines	6	6

Freight Mallets:

Will not exceed 25 miles per hour at any point (this in no way to conflict with restrictions where speed is now less than this maximum).

Engines on passenger trains:	
Decapod	Freight Train Speed
Consolidation	Maximum speed allowed passgr. trains.
2-10-2 Type	Maximum speed 40 miles per hour.
When meeting or passing on double track	20 miles per hour except where speed restrictions are less will be governed thereby.
Engines running light:	
8-wheel, 10-wheel, Mogul, Mikado, Pacific and 2-10-2 type	35 miles per hour.
Consolidation and 2914 class	25 miles per hour where freight trains are restricted to 18.
Engines not above specified	Freight train speed.
Engines backing up:	
Consolidation, Decapod, Mikado, Mallet and 2-10-2 type between Bakersfield and Saugus	15 miles per hour.
Consolidation and Mikado between Fresno and Bakersfield	20 miles per hour.
Fernando Helpers (2914 class) between Palmdale and Saugus	20 miles per hour.
All others (except Consolidation, Mallet, Pacific, Mikado and 2-10-2 type) over main track and from Kerman to Goshen Junction	25 miles per hour.
Over other lines	20 miles per hour except where speed restrictions are less, be governed thereby.
From West Wye switch to station at Goshen Junction Goshen Jct.-Coalinga Line	10 miles per hour.
Yard Engines (outside yards)	15 miles per hour.
Trains handling wrecker:	
Main line and from Goshen Junction to Kerman	25 miles per hour.
Over other lines	15 miles per hour except where freight train speed is less, be governed thereby.

18. Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

(A) When a train or a portion of a train takes the siding it must not stop foul of the main track to allow the brakeman to get on after closing the switch but first pull into clear.

19. Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or pieces of track over which speed of trains must not exceed fifteen (15) miles per hour or rate of speed specified by bulletin, train orders, or slow boards.

(A) When in an engineman's judgment, track which is protected by slow order is safe for a higher rate of speed than is allowed by such slow order, engineman will notify the conductor, stating what speed he considers safe, and conductor will then send a message to Superintendent from first open telegraph office covering information.

20. YARDS.

Rules 93 and D-93 are revised as follows:

"Within yard limits the main track may be used, protecting against first class trains.

All trains must approach yard limits and pass through yards under control."

(A) Yards are established at the following stations:

Fresno
Bakersfield
Tehachapi
Mojave
Goshen Jct.
Hanford
Visalia
Porterville
Exeter
Coalinga
Armona
Hardwick

(B) Air whistle has been installed in yardmaster's office, Bakersfield, connected with tower at Kern Junction. Soon as conductor eastward train reaches tower he will secure information as to whether any trains due to arrive prior to time set for his departure and, if not, will sound one long, one short and one long blast of air whistle, and brakemen, who must station themselves where they can hear whistle and when heard, signal head engineer to pull down so helpers can cut in.

21. At Fresno, all trains from Fresno-Friant and Fresno-Porterville Lines will stop at junctions of these lines when entering yard.

22. At Fresno, eastward trains entering yard will be governed by signals from herder as follows: **Trains from Merced Line green signal, trains from Kerman Line yellow signal.**

23. At least two loaded steel underframe cars must be placed immediately ahead of Mallet or 2-10-2 type engines that are engaged in pushing.

24. Rear end of head cut of eastward freight trains leaving Bakersfield must be pulled down far enough to permit of coupling rear section on straight track. **Rear sections** must **clear all leads** before coupling up and making rear end air test.

25. OVERHEAD STRUCTURES.

Less than 22 feet above top of rails.

MAIN LINE.

Mile Post	Between Stations	Structures	Height
341.6	Bealville-Rowen	Tunnel No. 5	18′- 2″
341.9	" "	" " 6	18′- 4″
344.2	" "	" " 8	17′- 5″
355.0	Marcel Cable	" " 12	17′- 8″
355.2	" "	" " 13	17′-11″
355.4	" "	" " 14	17′- 8″
434.8	Russ-Lang	" " 17½	18′-7¼″
434.8	" "	Water Flume	19′- 0″
435.9	" " 3rd Crossing	Bridge over Santa Clara River	21′- 2½″
436.1	" " 4th "	" " " " "	21′- 9½″
436.3	" " 5th "	" " " " "	21′- 9½″
436.8	" " 7th "	" " " " "	21′- 8½″
436.9	" " 8th "	" " " " "	21′- 9½″
437.4	" " 10th "	" " " " "	21′- 7½″
437.0	" "	Tunnel No. 18	21′- 8⅜″
439.5	Lang-Humphreys	" " 20	18′- 2⅜″
440.1	" "	" " 21	17′- 7¾″
441.5	" "	" " 22	17′- 8⅜″
445.3	Humphreys-Honby	" " 23	18′- 4⅞″
449.7	Honby-Saugus	" " 24	18′- 1¾″

(A) BETWEEN MOJAVE AND OWENYO

Mile Post	Between Stations	Structure	Height
426.8	Teagle-Searles	Tunnel 29	21′-2″
523.0	Owenyo	Highline trestle on Calif. Alkali Co.'s Spur	16′- 0″

Bakersfield.

(B) Sand house located on turnout track Bakersfield roundhouse will not clear man on top or side of car.

All employes are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

26. SURGEONS

NAME	LOCATION	DISTRICT Between
Dr. F. K. Ainsworth, Manager and Chief Surgeon	San Francisco, Cal.	All Points.
Dr. O. B. Doyle, District Surgeon	Fresno, Cal.	Fresno, Friant, Kingsburg and Ivesta, Cal.
Dr. F. K. Pomeroy, Asst. District Surgeon	Fresno, Cal.	
Dr. D. H. Trowbridge, Oculist and Aurist	Fresno, Cal.	
Dr. J. L. Maupin, Consulting Surgeon	Fresno, Cal.	
Dr. J. D. Wagner, Emergency Surgeon	Selma, Cal.	
Dr. M. A. Morrison, Emergency Surgeon	Fowler, Cal.	
Dr. T. F. Madden, District Surgeon	Sanger, Cal.	Ivesta and Fargo.
Dr. G. A. Hawkins, District Surgeon	Reedley, Cal.	Fargo and Monson.
Dr. J. C. Paine, District Surgeon	Exeter, Cal.	Monson and Burr.
Dr. Paul R. Walters, District Surgeon	Dinuba, Cal.	
Dr. T. D. Smith, District Surgeon	Kingsburg, Cal.	
Dr. M. S. McMurtry, Emergency Surgeon	Clovis, Cal.	
Dr. R. N. Fuller	Tulare, Cal.	Kingsburg and Earlimart.
Dr. J. A. Copeland, District Surgeon	McFarland, Cal.	
Dr. C. M. White, District Surgeon	Visalia, Cal.	Goshen and Exeter.
Dr. C. T. Rosson	Hanford, Cal.	Goshen, Armona and Caruthers.
Dr. J. C. Drake, District Surgeon	Kerman, Cal.	Kerman and Caruthers.
Dr. Wm. P. Byron, District Surgeon	Lemoore, Cal.	Armona and Huron.
Dr. G. T. Mountford, District Surgeon	Coalinga, Cal.	Huron and Alcalde.
Dr. S. A. Barber, District Surgeon	Porterville, Cal.	Zante and Famoso.
Dr. W. W. Tourtillott, District Surgeon	Lindsay, Cal.	Burr and Zante.
Dr. A. I. Fraser, District Surgeon	Bakersfield, Cal.	Earlimart, Bealville and Gosford.
Dr. N. N. Brown, Consulting Surgeon	Bakersfield, Cal.	
Dr. H. W. Owen, Oculist and Aurist	Bakersfield, Cal.	
Dr. H. Hildreth, Emergency Surgeon	Delano, Cal.	
Dr. John T. Bernard, District Surgeon	Tehachapi, Cal.	Bealville and Cameron.
Dr. C. C. Warner, District Surgeon	Mojave, Cal.	Cameron and Rosamond.
Dr. R. J. Sewell, District Surgeon	Cartago, Cal.	
Dr. I. J. Woodin, District Surgeon	Lone Pine, Cal.	Brown and Owenyo.
Dr. F. D. Bishop, District Surgeon	Lancaster, Cal.	Rosamond and Ravenna.
Dr. J. E. Wheat, District Surgeon	Fernando, Cal.	Ravenna and Saugus.
Dr. H. V. Prouty, District Surgeon	McKittrick, Cal.	Gosford and Olig.
Dr. Geo. A. Meracle, Emergency Surgeon	Caruthers, Cal.	
Dr. Frank D. Bishop, Emergency Surgeon	Palmdale, Cal.	

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

27. LOCATION HOSPITAL STRETCHERS.

Exeter.
Porterville.
Bakersfield Emergency Hospital.
Bakersfield Wrecking Train.
Bakersfield Car Shops.
Bakersfield Machine Shops.
Bakersfield Baggage Room.
Fresno Storeroom.
Fresno Wrecking Train.
Tehachapi.
Mojave Car Shops.
Mojave Wrecking Train.
Mojave Baggage Room.
Owenyo.
Saugus.
Fresno Baggage Room.
Goshen Junction.
Coalinga.
Hanford.

28. HOSPITALS FOR SAN JOAQUIN DIVISION.

General Hospital, S. P. Hospital, San Francisco, Cal. Division Hospital, Crocker Street Hospital, Los Angeles, Cal. Emergency Hospital, Bakersfield, Cal.

29. AVERAGE WEIGHTS OF PASSENGER TRAIN CARS.

Kind of Cars.	Average Weights, Pounds		
	Wood	Steel	Steel Underframe
Baggage	79,000	90,000	
" (Dynamo)		105,000	
" and Mail	77,000	121,000-69′ 90,000-60′	93,000
" and Passenger	61,000		
Buffet		130,000	122,000
" (Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	86,000	98,000	
Coaches	80,000	95,000	
Dining	128,000	147,000	135,000
Horse Express	81,000		
Observation	122,000		
Postal		145,000 110,000-60′ 77,000-40′	131,000
Pullman Observation	124,500	151,000	127,000
" Parlor	115,000	146,000	
" Std. Sleepers	125,000	153,000	145,000
" Tourist	94,000		133,000
Tea and Silk	48,000		

30. JUNCTION SWITCHES AND SIDINGS.

(Switches to be set and locked as follows):

El Prado	Fresno-Friant Line and S. J. E. R. R. tracks for Fresno-Friant Line.
Fresno	Stockton Division main track and Kerman Line for Stockton Division.
Fresno	Fresno-Bakersfield Line and Fresno-Porterville Line for Fresno-Bakersfield Line.
Fresno	Fresno-Friant Line and Fresno-Porterville Line for Fresno-Porterville Line.
Kerman	Armona and Stockton Division tracks for Stockton Division track.
Ingle	H. & S. L. Line and Stockton Division tracks for Stockton Division track.
Hardwick	H. & S. L. Line and Armona-Kerman Line for Armona-Kerman track.
Armona	Goshen Jct.-Coalinga and Armona-Kerman Line for Goshen Jct.-Coalinga track.
Rossi	Goshen Jct.-Coalinga Line and Rossi-Stratford Line for Goshen Jct.-Coalinga Line.
Goshen Junction	Visalia and Hanford Lines with Fresno-Bakersfield Line, both for Fresno-Bakersfield Line. Visalia main track on siding for the siding.
Exeter	Visalia and Sanger Lines for Visalia Line.
Porterville	P. & N. E. and Famoso-Exeter Line for Famoso-Exeter Line.
Famoso	Fresno-Bakersfield Line and Porterville Line for Fresno-Bakersfield Line.
Oil Junction	Fresno-Bakersfield Line and Oil City Line for Fresno-Bakersfield Line.
Gosford	Bakersfield-McKittrick Line and Sunset Line for Sunset Line.
Mojave	Bakersfield-Mojave Line and Mojave-Owenyo Line for Bakersfield-Mojave Line.
Saugus	San Joaquin Division main track and Los Angeles Division track for San Joaquin Division main track.

SPECIAL INSTRUCTIONS—Concluded.

31. At Goshen Junction westward trains on Visalia Line must stop at stop board located at east end just opposite crossover from Visalia Line to Fresno-Bakersfield Line.

32. At Goshen Junction, the end of the Visalia main track, will be at the point east of the station where first cross-over enters into the Visalia Line.

33. At Famoso, the end of the Porterville main track will be at the point west of the station where the cross-over from the main track enters into Porterville Line.

(A) That part of these tracks between the cross-overs and the stations will be used as sidings, and trains using same will conceal headlight and display markers in accordance with Rules 17 and 19.

34. At Visalia, all trains will stop at Santa Fe tracks, and will not pass over crossing without receiving proceed signal from flagman, who must precede them.

35. At Exeter, all eastward trains must stop at stop board at junction east leg of wye with Porterville Line.

36. Sunset trains will be permitted to occupy main track between station train order signal and junction at Gosford without train orders to do so. All trains will approach junction switch at Gosford under control and be governed by Rules 83, 98 and 99 of Book of Rules.

37. At Bena engines must not go beyond a point 300 feet from switch into pit. Cars must be used in switching if necessary to go back of that point.

38. At Caliente, Bealville and Marcel siding next to main track will be known as eastward siding and be used by eastward trains; back track will be known as westward siding and be used by westward trains.

39. Freight trains will not go to Cliff for passenger trains, unless can get into clear or so instructed by dispatcher.

40. At Rowen, trains taking siding will comply with the following:

(A) First-class trains will use middle siding entering at first cross-over.

(B) Eastward trains, except first class, will enter at extreme west switch.

(C) Westward trains, except first class, will enter at extreme east switch.

(D) All trains, except first class, will use middle siding only under flag protection unless instructed by train order that middle siding is clear, but will not use the same when first-class trains are due to meet there.

(E) Siding between east switch and east cross-over is designated as east siding.

(F) Siding between cross-over switches is designated as middle siding.

(G) Siding between west cross-over and west switch is designated as west siding.

(H) Inside cross-over switches will be lined for siding.

(I) Trains using sidings will depart through cross-overs.

41. At Woodford track on north side of main track will be used as siding for trains in both directions. House track must not be used for setting out or storing of cars.

42. At Summit, the siding known as "Old Siding" will be kept for use by Train 342, in cutting out helpers. Long track south of main track will be used for siding by other trains, and trains using same will enter at the extreme west or east switches.

43. Spur tracks at following stations between Bakersfield and Mojave must not be used by Mallet or Decapod engines: Sivert, Gravel Pit Bena, Caliente, Bealville, Rowen and Cable.

44. At Honby, back track will be used as siding by freight trains and switches are so set. When necessary for passenger trains to take siding at that point, they will use the inside track up to point of cross-over.

45. Cross-over switches opposite station Tehachapi will be considered switches where inferior trains enter sidings, and time will apply to these cross-over switches.

(A) Westward trains holding main track Tehachapi will stop clear of cross-over switch opposite west end station building.

(B) Eastward trains holding main track Tehachapi will stop clear of cross-over switch opposite east end of station building.

(C) No. (2) two track will be known as westward siding and be used by westward trains. (Cars must not be stored on No. 2 track.)

(D) That portion of siding extending from cross-over switch opposite west end of station building to east end of siding will be known as eastward siding.

46. Inside west switch leading to engine storage track on east leg of wye, Porterville yard, must be left lined up for wye.

47. Track next to and north of main track at Ducor will be known as passing siding or No. 1 track; next track north of this track, or second track north of main track, will be known as Santa Fe main or No. 2 track. Santa Fe trains will use switch at extreme east end on arrival at Ducor to enter or leave Southern Pacific main track. Inside switches will be left lined at all times for passing siding at Ducor, except when actually in use.

(A) Santa Fe trains will under no circumstances obstruct Southern Pacific main track without first ascertaining if all trains overdue have arrived and left.

MISCELLANEOUS.

48. Approaching tunnels, by day, when within 300 feet, headlight must be displayed and continued until tunnel is passed.

49. To avoid confusion, the following communicating signals will be observed:

(J) o o o o o o When running, increase train heat.

(K) ——— When running, look back for hand signals.

50. Engines larger than 1469 must not be run between Crump and Alcalde.

51. Cars of 35 tons or over must not be run over bridge crossing Kings River, one mile west of Hardwick on Hanford and Summit Lake Railway. Such loads must be handled via Ingle.

52. All westward trains including helper engines taking water at Caliente will take their supply from the west tank.

53. The use of Visalia Electric track at Exeter for water by our engines is prohibited.

54. Do not allow engines to spot or cars to be left standing on jail track at Visalia, within one hundred feet of Gordon Street on east end of this track.

55. Cars must be placed at least 100 feet back on either side of public street or road crossing when parting trains for the purpose of clearing the crossings, or when setting cars out at a station.

56. Engineers on light engines when stopping at Tehachapi to eat, must put engine out of the way so as not to block siding. Engines must not be left at water spouts on the long siding.

57. Hereafter, when you have dead engine in train to be set out, place it first out, to facilitate handling in picking up.

58. Mixed trains carrying outfit cars occupied by employees should place such cars immediately ahead of passenger cars.

59. Wooden coaches must not be placed between steel cars when possible to avoid it.

60. One or two lights should be burning in coaches in Trains 107 and 108 passing through tunnels.

61. The practice of employees and others, except those in actual discharge of their duties, are prohibited from riding on pilot or foot boards of engines.

62. Brakeman on Train 109 after announcing Exeter Station will announce the location of Visalia Electric car for Lemon Cove as standing directly behind station.

63. To prevent personal injury to passengers account their attempting to alight from trains, trainmen will protect all vestibules opened until train stops.

64. Trains must use caution in passing trains receiving or discharging passengers at a station and cars must not be moved between such train and the platform at which passengers are being received or discharged unless preceded by flagman and then only when absolutely necessary.

65. Trainmen will see that the canopy on observation cars is rolled up under the hood of the car sufficiently to permit unobstructed view of markers at night.

66. That part of third paragraph of Rule 221-A reading 'but trainmen will relight the signal" is cancelled.

67. When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing and must use extreme care in returning for rear portion of train.

68. On double track lines when a train finds a fusee burning red on or near the track it occupies, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

69. When train encounters a red light or red flag on single track unattended they will protect to the rear and flag ahead one-half mile.

70. When one torpedo is exploded, train must come to a stop as per Rule 15. If no person is at hand to explain the placing of the torpedo, train may proceed as hereinafter provided:

(A) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(B) If track is seen to be clear or (within automatic block limits) if signals indicate "proceed," train may proceed under control for a distance of one-half mile before resuming full speed.

71. In protecting rear end of passenger trains, rear brakeman will be governed by the following:

(A) "Each time train stops rear brakeman will take position not less than thirty (30) feet from rear of same, having in his possession necessary flagging equipment."

72. Practice of dropping cars on grades must be discontinued except where it is impossible to switch with an engine, and where absolutely necessary to drop cars on grades, the following rules must be observed:

(A) Hand brakes must be tested on all the cars before drop is made to ascertain if in good working condition.

(B) Heavily loaded cars must not be dropped singly; enough cars must be added to insure absolute safety. Not more than five cars must be dropped at one time.

(C) Two brakemen must ride each cut. Cars must not be cut off while moving; they must be allowed to start from a standing position. Cars must not be dropped on a track not protected by a derailer, or on main track unless it be blocked by other cars or engines.

(D) Cars to be dropped should be as close as possible to the turnout to be used before they are allowed to start and at no time must they be allowed to attain a speed greater than five miles per hour. Brake club must be used in setting the brakes.

73. Conductors called for wrecking trains east of Bakersfield will report direct to Kern Junction Tower for orders and immediately advise yard office of their arrival, so there will be no question as to whether conductor is on hand or not.

(A) Conductors on westward wrecker from Bakersfield report at telegraph office for orders, also notifying yard office immediately for same reason as above stated.

(B) To expedite movement of wrecker out of terminals, report as quickly as possible when called and not wait to eat as meals will be provided on wrecker.

74. Your attention is called to California Senate Bill No. 847, Chapter No. 168, commonly known as the "Full Crew Bill," the provisions of which became effective August 10, 1913. The following memorandum illustrates the number of brakemen it will be necessary to provide on freight trains on San Joaquin Division as result of this measure:

Please note limits of grade on the Main Line Bakersfield to Saugus:

Grade.	No. Cars.	No. Brakemen.
1% or under	Less than 50	2
"	50 to 75	3
"	76 to 100	4
"	101 to 125	5
1% to 1½%	Less than 50	2
"	50 to 62	3
"	62 to 87	4
"	87 to 112	5
Over 1½%	Less than 50	2
"	50 to 57	3
"	58 to 72	4
"	73 to 87	5

The following are grade maximums on the San Joaquin Division:

1% or Under—	1% to 1½%—	Over 1½%—
Fresno-Bakersfield	Bakersfield-Ilmon	Ilmon-Tehachapi
Fresno-Friant	Tehachapi-Eric	Eric-Mojave
H. & S. L.	Mojave-Rosamond	Palmdale-Saugus
Goshen-Alcalde	P. & N. E.	Mojave-Owenyo
Goshen-Exeter		Bakersfield-Olig
Goshen-Porterville		
Famoso-Porterville		
Rossi-Stratford		
Kerman-Armona		
Rosamond-Palmdale		

RATING OF LOCOMOTIVES--SAN JOAQUIN DIVISION In Ms. of 1000 pounds back of tender

CLASS			ENGINE NUMBER	Boiler Pressure	BAKERSFIELD AND FRESNO, BAKERSFIELD AND KERMAN, via ARMONA THROUGH East and West	LOCAL East	LOCAL West	BAKERSFIELD to MOJAVE	MOJAVE to BAKERSFIELD	MOJAVE to SAUGUS	SAUGUS to MOJAVE
A—79	15-25/28	102	3016 to 3024	200	3470	3910	4130				
E—63	17/24	47	1331 to 1353	140	1765	2040	2105				
E—63	17/24	52	1309, 1312, 1326, 1327	140	1950	2210	2320				
E—69	18/24	69	1386, 1387, 1389, 1390, 1392, 1393, 1394, 1396, 1397, 1401	165	2380	2675	2825				
E—69	18/26	74	1464, 1465, 1466, 1467, 1469, 1471	165	2620	2820	3190				
E—73	20/24	89	1433 to 1443	190	3230	3620	3850				
E—73	20/24	92	1445 to 1458	190	3230	3620	3850				
E—73	20/26	100	1526 to 1540	200	3630	3920	4080				
M—63	20/28	126	1615 to 1719	190	4315	4845	5065	660	765	845	765
M—63	21/28	144	1725 to 1769, 1780 to 1803	195	4890	5500	5790	755	880	970	880
M—63	21/28	147	1804 to 1822	200	5020	5615	5925	755	880	970	880
T—57	18/24	76	2094	150	2630	2950	3115				
T—57	18/24	80	2040, 2053, 2073, 2081, 2082, 2095	165	2920	3285	3435				
T—57	18/24	86	2134 to 2153	160	2805	3155	3310				
T—57	18/24	92	2170, 2172	170	3020	3390	3580				
T—57	18/24	96	2155, 2175, 2180	170	3020	3390	3580				
T—63	19/24	105	2221 to 2234	160	2835	3650	3375				
T—63	20/26	112	2235 to 2273	180	3840	4300	4525	575	665	740	665
T—63	21/28	144	2301 to 2310	200	5020	5830	5925	755	880	970	880
T—63 T--63	22/28 22/28	160 162s	2312 to 2352 2353 to 2362	200	5490	6100	6510	815	955	1055	955
T—69	20/26	113	2212 to 2220	180	3560	4005	4155	575	665	740	665
T—69	20/26	124	2282	180	3650	4005	4155	575	665	740	665
TW—51 TW—51	20/26 20/26	111 120	2957 2938, 2939, 2941, 2942	160 170	4095	4600	4760				
TW—54	21/32	155	2914, 2915, 2917, 2918, 2919, 2921, 2922, 2923	170	4700	5280	5580	700	820	905	820
TW—54	23-35/32	155	2916 and 2920	180	5125	5760	6075	790	915	1010	915
C—57	22/34	172	2600, 2601, 2602, 2604, 2605, 2606, 2608, 2610	175				830	1000	1100	1000
C—57	22/34	176	2613, 2614, 2615, 2617, 2620, 2621, 2622, 2623	185				900	1050	1160	1050
C—57	23-35/34	173	2603, 2607, 2609, 2611	200				845	985	1085	985
C—57	23-35/34	177	2612, 2616, 2618, 2619	200				845	985	1085	985
C—57	22/30	180	2624 to 2679	200	5980	6720	7090	940	1070	1175	1070
C—57	22/30	184	2700 to 2751	200	5980	6720	7090	940	1070	1175	1070
C—57	22/30	187	2513 to 2599, 2752 to 2836	200	5980	6720	7090	940	1070	1175	1070
Mk—63	26/28	210s	3236 to 3270	200				1165	1355	1500	1355
F—63	27½/32	273s	3600 to 3651	200				1405	1635	1800	1635
MC—57	26-40/30	401s 395s	4029 to 4043 4044 to 4048	200				2170	2500	2750	2500
MM—63	25-38/28	320	4200 to 4211	200				1790	2070	2280	2070
Allowance for Empty and Under-loaded Cars-Ms				Less than 40 Ms 40 to 50 Ms More than 50 Ms	6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	3 0 0	3 0 0

C. G. TANDY, Trainmaster..............Fresno
J. B. WILSON, Trainmaster........Bakersfield
C. G. TROTTER, Ass't Trainmaster, Bakersfield

E. F. WASEM,
Chief Train Dispatcher.

R. M. McLEOD,
Asst. Chief Train Dispatcher.

L. A. ROBERTS, Examiner.

Train Dispatchers:
C. M. Coonrod
L. J. Baker
E. P. Gibson
P. E. Turner
E. L. Braswell
L. G. Fell
F. B. Warner
C. A. Glocksine
W. H. McLean
J. S. Fockler
O. D. Day
E. B. Curtiss

F. M. WORTHINGTON, Superintendent.

P. SLATER, Asst. Superintendent.

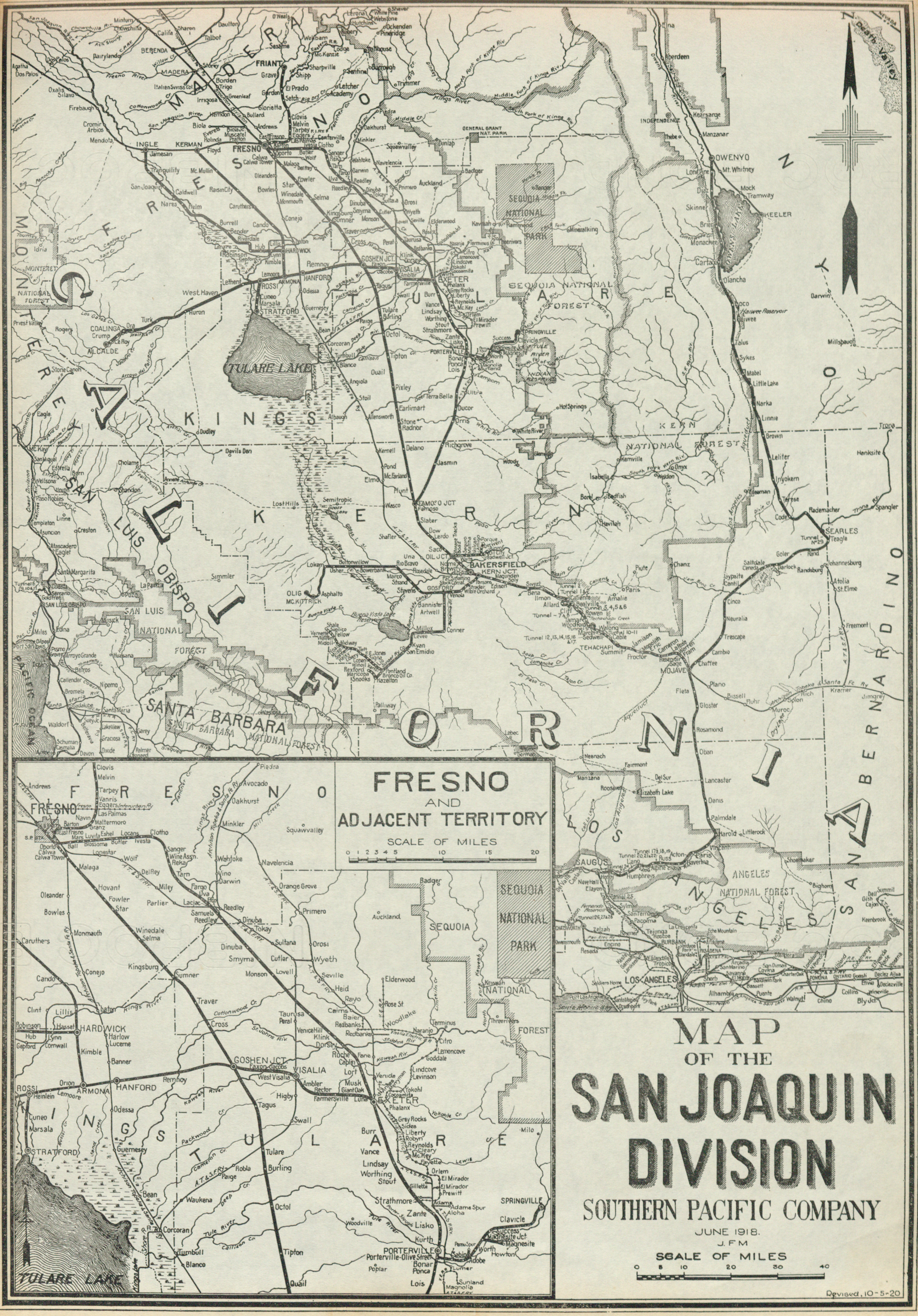
MILEAGE.

Main Lines

End Stockton Division to Fresno	S. P. R. R	.53
End Stockton Division to Goshen Jct.	C. P. Ry	35.48
Goshen Jct. to Saugus	S. P. R. R.	210.62
Kerman to Goshen Jct.. Via Armona	S. P. R. R.	51.37
Total Main Line		298.00

Branches.

Alcalde	S. P. R. R.	Armona to Alcalde	44.32
Asphalto	S. P. R. R.	Bakersfield to Olig	50.06
Clovis	S. P. R. R.	Fresno to Friant	24.14
Fresno	S. P. R. R.	Fresno to Famoso	102.61
Magnesite	S. P. R. R.	Magnesite Jct. to Magnesite	2.44
Oil City	S. P. R. R.	Oil Jct. to Ainrof 6.21 Treadwell to Porque 2.40	8.61
Owenyo	C. P. Ry	Mojave to Owenyo	142.90
Riverdale	S. P. R. R.	Hardwick to Ingle	42.16
Springville	S. P. R. R.	Porterville to Springville	15.83
Stratford	S. P. R. R.	Rossi to Stratford	8.25
Visalia	S. P. R. R.	Goshen Jct. to Exeter	16.76
Total Branches			458.08
Total San Joaquin Division			756.08


CALIFORNIA
MADERA
FRESNO
TULARE
INYO
KINGS
KERN
SAN LUIS OBISPO
SANTA BARBARA
LOS ANGELES
SAN BERNARDINO
MONTEREY
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
KERN NATIONAL FOREST
ANGELES NATIONAL FOREST
GENERAL GRANT NAT. PARK
TULARE LAKE
OWENS LAKE
Buena Vista Lake
PACIFIC OCEAN
Death Valley
NEVADA
N
MADERA
FRIANT
FRESNO
INGLE
KERMAN
HANFORD
VISALIA
GOSHEN JCT.
EXETER
HARDWICK
ROSSI
ARMONA
STRATFORD
COALINGA
ALCALDE
PORTERVILLE
SPRINGVILLE
FAMOSO JCT.
BAKERSFIELD
KERN JCT.
OIL JCT.
GOSFORD
OLIG
MC KITTRICK
TEHACHAPI Summit
MOJAVE
SEARLES
OWENYO
INDEPENDENCE
KEELER
SAUGUS
LOS ANGELES
SAN LUIS OBISPO
SAN JOAQUIN
FRESNO AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15 20
Revised, 10-5-20

MAP
OF THE
SAN JOAQUIN DIVISION
SOUTHERN PACIFIC COMPANY

JUNE 1918.
J. F M

SCALE OF MILES
0 5 10 20 30 40